

**WHITE LAKE TOWNSHIP
ZONING BOARD OF APPEALS**

**REPORT OF THE
COMMUNITY DEVELOPMENT DEPARTMENT**

TO: Zoning Board of Appeals
FROM: Justin Quagliata, Staff Planner
DATE: May 16, 2024

Agenda item: 8d

Appeal Date: May 23, 2024

Applicant: Gateway Commons, LLC

Address: 600 N. Old Woodward, Suite 100
Birmingham, MI 48009

Zoning: GB General Business

Location: 6340 Highland Road and 6350 Highland Road
White Lake, MI 48386

Property Description

The subject property, 6350 Highland Road (Parcel Number 12-20-426-003) and 6340 Highland Road (Parcel Number 12-20-402-003), are located at the southwest corner Bogie Lake Road and Highland Road and zoned GB (General Business).

Applicant's Proposal

Gateway Commons, LLC, the Applicant, is proposing to construct a single-story four-tenant retail/commercial building totaling 8,620 square feet in size. The easterly unit of the building is identified as a coffee shop and contains a drive-thru window.

Planner's Report

The variances are being processed concurrently with the site plan review application. The staff report for the preliminary site plan and special land uses (attached) should be referenced for a more complete overview of the project. At its April 16, 2024 meeting the Township Board approved the preliminary site plan, with conditions, including the Applicant receiving approval from the Zoning Board of Appeals (ZBA).

Variance #1: The minimum distance between a proposed driveway and the nearest intersection shall not be less than 455 feet when the speed limit is greater than or equal to 50 miles per hour (mph). Along the Highland Road frontage the speed limit is 55 mph. The proposed distance of the Highland Road driveway to the Bogie Lake Road intersection is 386.9 feet. Therefore, a 68.1-foot variance is required.

Variance #2: For drive-thrus, a front yard setback of at least 60 feet is required. The coffee shop drive-thru tenant space is only 50 feet from the Bogie Lake Road right-of-way. However, the drive-thru window is over 60 feet from the Bogie Lake Road right-of-way. Therefore, a 10-foot variance is required.

Variance #3: For drive-thrus, entrance and exit drives shall be at least 200 feet from any residential zoning district. The subject property is adjacent to the ITC corridor which is zoned SF (Suburban Farms). The proposed Highland Road driveway is 147 feet from the west adjacent parcel zoned SF. Therefore, a 53-foot variance is required.

Variance #4: 77 parking spaces are required to serve the development and 61 parking spaces are proposed. Therefore, a 16-space variance is required. The Zoning Board of Appeals should note per the proposed Zoning Ordinance amendment to the off-street parking requirements, a maximum of 77 parking spaces would be allowed on the site and a minimum of 58 parking spaces would be required. Therefore, with 61 parking spaces proposed, a parking space variance would not be required.

The requested variances are listed in the following table.

Variance #	Ordinance Section	Subject	Standard	Requested Variance	Result
1	Article 6.4.C.iii	Minimum driveway spacing	455 feet (relative to intersections)	68.1 feet	386.9 feet
2	Article 4.17.A	Front yard setback	60 feet (for drive-thrus)	10 feet	50 feet
3	Article 4.17.B	Entrance and exit drives setback	200 feet (from residential districts)	53 feet	147 feet
4	Article 5.11.M	Minimum requirements for off-street parking	77 spaces (to serve this development)	16 spaces	61 spaces

Zoning Board of Appeals Options:

Approval: I move to approve the variances requested by Gateway Commons, LLC from Article 6.4.C.iii, Article 4.17.A, Article 4.17.B, and Article 5.11.M of the Zoning Ordinance for 6350 Highland Road (Parcel Number 12-20-426-003) and 6340 Highland Road (Parcel Number 12-20-402-003) in order to allow construction of a commercial/retail center. This approval will have the following conditions:

- The variances shall become effective if and when the final site plan for the development is approved by the Planning Commission.
- Approval is in accordance with the preliminary site plan prepared by Boss Engineering dated January 1, 2023 (revision date February 28, 2024).

Denial: I move to deny the variances requested by Gateway Commons, LLC for 6350 Highland Road (Parcel Number 12-20-426-003) and 6340 Highland Road (Parcel Number 12-20-402-003), due to the following reason(s):

Postpone: I move to postpone the appeal of Gateway Commons, LLC *to a date certain or other triggering mechanism* for 6350 Highland Road (Parcel Number 12-20-426-003) and 6340 Highland Road (Parcel Number 12-20-402-003), to consider comments stated during this hearing.

Attachments:

1. Variance application dated April 21, 2024.
2. Applicant's written statement.
3. Preliminary site plan staff report dated March 28, 2024.
4. Existing conditions and demolition plan prepared by Boss Engineering dated January 5, 2023 (revision date February 28, 2024).
5. Preliminary site plan prepared by Boss Engineering dated January 5, 2023 (revision date February 28, 2024).
6. Preliminary floor plan prepared by Detroit Architectural Group (revision date April 12, 2024).
7. Preliminary elevations prepared by Detroit Architectural Group (revision date April 12, 2024).

7.37 STANDARDS

General variances: The Zoning Board of Appeals may authorize a variance from the strict application of the area or dimensional standard of this Ordinance when the applicant demonstrates all of the following conditions "A - E" or condition F applies.

- A. Practical difficulty: A practical difficulty exists on the subject site (such as exceptional narrowness, shallowness, shape or area; presence of floodplain; exceptional topographic conditions) and strict compliance with the zoning ordinance standards would unreasonably prevent the owner from using of the subject site for a permitted use or would render conformity unnecessarily burdensome. Demonstration of a practical difficulty shall have a bearing on the subject site or use of the subject site, and not to the applicant personally. Economic hardship or optimum profit potential are not considerations for practical difficulty.
- B. Unique situation: The demonstrated practical difficult results from exceptional or extraordinary circumstances or conditions applying to the subject site at the time the Ordinance was adopted or amended which are different than typical properties in the same zoning district or the vicinity.

- C. Not self created: The applicants problem is not self created.
- D. Substantial justice: The variance would provide substantial justice by granting the property rights similar to those enjoyed by the majority of other properties in the vicinity, and other properties in the same zoning district. The decision shall not bestow upon the property special development rights not enjoyed by other properties in the same district, or which might result in substantial adverse impacts on properties in the vicinity (such as the supply of light and air, significant increases in traffic, increased odors, an increase in the danger of fire, or other activities which may endanger the public safety, comfort, morals or welfare).
- E. Minimum variance necessary: The variance shall be the minimum necessary to grant relief created by the practical difficulty.
- F. Compliance with other laws: The variance is the minimum necessary to comply with state or federal laws, including but not necessarily limited to:
 - i. The Michigan Right to Farm Act (P.A. 93 of 1981) and the farming activities the Act protects;
 - ii. The Americans with Disabilities Act of 1990 (as amended), and the needs of handicapped individuals the Act protects, including accessory facilities, building additions, building alterations, and site improvements which may not otherwise meet a strict application of the standards of this Ordinance.

Under no circumstances shall the Board of Appeals grant a variance to allow a use not permissible under the terms of this Ordinance in the district involved, or any use expressly or by implication prohibited by the terms of this Ordinance in said district.

CHARTER TOWNSHIP OF WHITE LAKE
ZONING BOARD OF APPEALS APPLICATION

Community Development Department, 7525 Highland Road,
White Lake, Michigan, 48383
(248) 698-3300 x5

APPLICANT'S NAME: Gateway Crossing LLC PHONE: 248-433-7000

ADDRESS: 600 N. Old Woodward, Suite 101, Birmingham, MI 48009

APPLICANT'S EMAIL ADDRESS: brian@najorcompanies.com

APPLICANT'S INTEREST IN PROPERTY: OWNER BUILDER OTHER: _____

ADDRESS OF AFFECTED PROPERTY: 6340 & 6350 Highland Road PARCEL # 12 - ^{20-402-003 & -20-426-003}

CURRENT ZONING: General Business PARCEL SIZE: 5.36 ac

STATE REQUESTED VARIANCE AND ORDINANCE SECTION: Variances sought for Sections

6.4.C.iii 4.17.A 4.17.B 5.11.M

VALUE OF IMPROVEMENT: \$ _____ SEV OF EXISITING STRUCTURE: \$ N/A

STATE REASONS TO SUPPORT REQUEST: (ATTACH WRITTEN STATEMENT TO APPLICATION)

APPLICATION FEE: \$440.00 (CALCULATED BY THE COMMUNITY DEVELOPMENT DEPARTMENT)

APPLICANT'S SIGNATURE:  DATE: 4/21/24

Gateway Crossing Variances:

- (1) Section 6.4.C.iii – Highland Road driveway required to be 455 ft from Bogie Lake Road intersection.
 - a. Highland Road Driveway is 386.9 feet from Bogie Lake Road Intersection. Thus requiring a 69' variance.
 - b. Location of the drive was coordinated with MDOT. The elevation change on the site drops significantly as you head westerly towards the ITC corridor. Constructing a drive much further to the west would be infeasible due to the elevation change occurring. Shifting the drive further to the west would also increase the variance needed for separation of a Highland Road drive approach to a residentially zoned parcel. See item (3) below.
- (2) Section 4.17.A – A front yard setback of at least sixty (60) feet shall be required.
 - a. The rear corner of the building is setback 50' and drive-thru window is setback 69' from Bogie Lake Road ROW.
 - b. This section of the Ordinance is in the Special Use section for "Drive-in or Drive-thru window services. So we believe the intent of the ordinance is to ensure that these facilities that provide a drive thru service have the drive thru window additional setback from the road. In this case, the drive thru window is setback 69' from Bogie Lake Road right of way, which we believe meets the intent of the Ordinance. The horizontal layout of Bogie Lake Road as it runs southerly, cuts westerly towards the subject parcel and thus creates difficult parcel angles. A majority of the building is setback beyond the 60' with the exception of where Bogie Lake Road cuts back towards the parcel. This northeastern portion of the parcel is difficult to develop due to the intersection angle.
- (3) Section 4.17.B – Entrance and exit drives shall be at leasttwo-hundred (200) feet from any residential district.
 - a. Subject parcel is immediately adjacent to ITC corridor which is zoned SF zoning. The Highland Road drive approach is 147' from the west adjacent parcel line zoned SF. A 53' variance is being sought.
 - b. The Highland Road frontage of the subject parcel is 480' and thus non capable of being compliant with both the 200' setback from a residentially zoned parcel nor the 455' setback from the Bogie Lake Road intersection. The location of the drive was determined through coordination with MDOT as the best location along the frontage. This location splits the differences between the two Variances being sought for the Highland Road drive approach location. Additionally, the ITC corridor, although zoned SF, does not contain a residential use on and isn't capable of being developed with a residential use given its current ITC use.
- (4) Section 5.11.M – 77 parking spaces required
 - a. 61 parking spaces provided. A variance of 16 spaces is being sought.
 - b. The coffee shop use is required, by Ordinance, to provide 34 parking spaces and 8 stacking spaces for the drive thru. Coffee users typically don't need that many standard parking as much of their business operations utilize the drive thru window service. Additional stacking spaces (16 total, 8 above Ordinance requirements) have been provided for the coffee use. This provision should be sought as a benefit to the

development and relief from the site parking requirements. Additionally, although the site is 5.36 acres in area, a majority of the site is undevelopable due to existing wetlands, natural features setback, inaccessible land, or located within property setbacks. Approximately 2.3 acres is developable area. This paired with the required locations of the site access drives really governed much of the site layout. Additionally, the angle of the Bogie Lake Road/Highland Road intersection renders portions of the property difficult to develop with a traditional parking layout.

- c. Note: The parking ordinance is in process of being amended. If adopted, the site would be compliant and no variance would be needed.

WHITE LAKE TOWNSHIP PLANNING COMMISSION

REPORT OF THE COMMUNITY DEVELOPMENT DEPARTMENT

TO: Planning Commission

FROM: Sean O'Neil, AICP, Community Development Director
Justin Quagliata, Staff Planner

DATE: March 28, 2024

RE: Gateway Crossing
Preliminary Site Plan and Special Land Uses – Review #4

Staff reviewed the revised site plan prepared by Boss Engineering (revision date January 12, 2024). The following comments from the first review dated January 23, 2023, second review dated September 26, 2023, and third review dated February 8, 2024 are listed below. Responses to those comments are provided in **(green)**.

Najor Companies (Brian Najor) has requested preliminary site plan and special land use (2) approval to construct a commercial/retail center on Parcel Number 12-20-426-003 and Parcel Number 12-20-402-003, located at the southwest corner Bogie Lake Road and Highland Road. **The two legal descriptions on Sheet 1 conflict with the combined legal description on Sheet 2 and the size of the parcels listed in the Site Data Table on Sheet 3. Revise for consistency. The lot width listed in the Site Data table is also inconsistent with the combined legal description on Sheet 2 and the dimension labeled on the drawing. Revise for consistency. (Comments addressed. Acreage is now consistent between plan sheets and the Site Data Table).** Currently the parcels are zoned GB (General Business). Combined the parcels comprising the subject site are approximately 5.836 acres in size (to be confirmed based on previous comments). **If the project proceeds to construction, an application to combine the parcels shall be submitted to the Assessing Department prior to issuance of a building permit.** **final site plan submission (comment remains as a notation).** The design engineer stated the Applicant acknowledges this requirement.

The Applicant is proposing to construct ~~two~~ **one** single-story buildings totaling ~~12,380~~ **8,573** **8,620** square feet in size. **(Total area of the building and each tenant space size listed on Sheet 3 are all inconsistent with the preliminary floor plan. Revise for consistency).** **(Comment addressed. The total area of the building and each tenant space size listed on Sheet 4 are now consistent with the floor plan).** ~~**The size of the retail and coffee shop building labeled on the drawing (8,320 square feet) is two square feet less than the size of the building listed in the Site Data table on Sheet 3 (8,322 square feet). Revise for consistency.**~~ **(Comment addressed. The Site Data Table now shows the correct total area for the building and it matches what is shown on the site plan).** Special land use approval is requested as ~~two~~ **one** drive-thru windows are **is** proposed; the easterly unit of the east building is identified as a coffee shop ~~and the westerly building is identified as a Culver's drive-thru restaurant.~~ Special land use approval is also requested to allow outdoor dining at the retail and coffee shop building ~~and Culver's.~~ **(The Culver's building is no longer being proposed on this site).**

Based on the nature of the proposed project, the Applicant shall state whether the development would be a commercial condominium project or consist of another ownership arrangement. **(Comment addressed. A note about the building having a single owner and leasable units as well as a west parcel for sale is now noted in the Site Data Table. However, it appears the proposed west parcel would share a driveway and drive aisle(s) with the east parcel; the appropriate easement agreements would need to be submitted for review and approval prior to scheduling a pre-construction meeting).**

Master Plan

The Future Land Use Map from the Master Plan designates the subject site in the Planned Business category. All development in Planned Business is required to adhere to strict access management principles in order to minimize traffic conflict and maximize safety throughout the M-59 corridor. Connections to and segments of the Township community-wide pathway system are required as an integral part of all Planned Business development.

The Future Land Use Map from the draft 2024 Master Plan designates the subject site in the Commercial Corridor category, which is intended to provide regional goods and services (such as large box-stores and drive-thrus) to residents and non-residents.

FUTURE LAND USE MAP



Zoning

Both parcels comprising the subject site are located in the GB (General Business) zoning district, which requires a minimum of 200 feet of lot width and one acre of lot area. Both parcels meet the minimum standards for both lot area and lot width of the GB zoning district. Retail commercial uses are a permitted principal use in the GB zoning district. Beverage and restaurant establishments with drive-thru window service are a special land use in the GB zoning district.

ZONING MAP



Physical Features

There appear to be EGLE (Michigan Department of Environment, Great Lakes, and Energy) regulated wetlands on the site. However, a wetland delineation was not provided. **A delineation prepared by a wetland specialist/ecologist must be provided by the Applicant at preliminary site plan.** (Comment outstanding. Provide a copy of a delineation report). (Comment addressed. A delineation report dated November 3, 2023 has been provided). EGLE has regulatory authority regarding the wetland boundary location(s) and jurisdictional status of wetlands on this site. **Prior to final site plan, wetland boundary verification shall be completed by EGLE. Note the proposed layout may require revision in response to the EGLE review. Based on the submitted plans, the Applicant proposes to grade within the Natural Features Setback. Grading activities should not occur in the Natural Features Setback as the intent is to, as much as possible, leave said area in its natural state. If grading is permitted to occur in the Natural Features Setback, the area must be restored to its natural, undisturbed state. A Natural Features Setback restoration plan is required and must be submitted at final site plan.** (Comments remain as notations. These requirements were acknowledged by the Applicant's engineer in the response letter provided to the first and second review).

The following should be conditions of any approval:

- Prior to any construction or grading on the site, the Applicant shall install silt fencing at the upland edge of Natural Features Setbacks / limits of grading. The silt fencing shall be removed after construction once the area is stabilized and vegetation has been established.
- Wetland limits shall be clearly identified with permanent markers. The size, number, location, and language on the markers shall be subject to the approval of the Community Development Director.

Access

The site fronts on Highland Road and Bogie Lake Road. Highland Road (state trunkline) along the subject site is a four-lane divided highway designated as a Principal Arterial on the Township Thoroughfare Plan. Development of the subject site requires the installation of an eight-foot-wide sidewalk along the Highland Road property frontage (shown on plans; **the existing paved shoulder shall be removed and converted to greenbelt.**) (Comment addressed. The existing paved shoulder along Highland Road will be removed and converted to greenbelt except for the area being used for the right-turn taper). Along the east side of the property the northern portion of Bogie Lake Road is a four-lane road (three lanes going north (two right-turn lanes to eastbound Highland Road, one northbound lane through Highland Road), and one lane going south). There is also an existing right-turn taper at the Bogie Lake Road driveway approach. Bogie Lake Road along the southern portion of the property is a two-lane road.

While the zoning ordinance requires site plans incorporate (where feasible and appropriate) cross-access with neighboring sites, the property to the west is owned by ITC. There is no opportunity for vehicle access through the ITC corridor, so constructing a frontage road to the west is not required.

The zoning ordinance requires a minimum six-foot-wide sidewalk placed one-foot from the inside edge of the right-of-way along the Bogie Lake Road property frontage. The plan shows eight-foot-wide sidewalk and boardwalk (195 linear feet of boardwalk) along Bogie Lake Road property frontage. **Direct pedestrian access from the frontage sidewalks to the buildings should be provided. (Comment addressed. Direct pedestrian access is now provided from the sidewalks along Highland Road and Bogie Lake Road). Note it appears the Applicant is proposing to construct offsite sidewalk to the west along Highland Road (whether or not the offsite sidewalk is in the road right-of-way shall be clarified on the plan). Easements would be required from the adjacent property owner to construct offsite sidewalk (if not in the right-of-way). (Comment addressed. Per the design engineer, the sidewalk is located in the right-of-way). The boardwalk details on Sheet 9 conflict with the boardwalk width shown on Sheet 3. Revise for consistency. (Comment addressed. The boardwalk width on Sheet 9 is now shown to be eight-foot-wide). Additionally, some of the sidewalk (boardwalk) along Bogie Lake Road is proposed outside of the right-of-way; the sidewalk (boardwalk) must be relocated inside the road right-of-way or an easement be provided. Right-of-way/easement widths for public walkways when not adjacent to or a part of street rights-of-way must be at least 15 feet and dedicated to the use of the public. Only a 10-foot-wide sidewalk easement is proposed. Revise accordingly. (Comment addressed. The sidewalk easement has been changed to be 15 feet as required instead of the 10 feet previously proposed). Furthermore, sidewalk shall be constructed to the south property line, or a variance is required from the Zoning Board of Appeals. (Comment addressed. A portion of the sidewalk is now proposed to the south property line (south side of the church driveway).**

DLZ reviewed the submitted traffic impact study (TIS) and stated the methodology is in line with standard practices and the findings are supported by the data provided. Additionally, DLZ was in agreement with the conclusions and recommended treatments.

The development would be accessed from a driveway on Highland Road and Bogie Lake Road. **Both driveways—The Highland Road driveway would require variances from the zoning ordinance access management standards.** As a preface to the following comments regarding access management, the Planning Commission should note the zoning ordinance states direct access drives should generally be minimized in number and maximized in separation. Reasonable access is not necessarily the same as direct access. The number of driveways permitted for a site shall be the minimum number necessary to provide safe and efficient access for regular traffic and emergency vehicles.

The minimum distance between a proposed driveway and the nearest intersection shall not be less than 455 feet when the speed limit is greater than or equal to 50 miles per hour (mph). Along the Highland Road frontage the speed limit is 55 mph. The proposed distance of the Highland Road driveway to the Bogie Lake Road intersection is 300 feet. **Therefore, a 155-foot variance is required from the Zoning Board of Appeals. (Comment outstanding; however, the Applicant intends to seek a variance from the Zoning Board of Appeals).** The minimum distance between a proposed driveway and the nearest intersection shall not be less than 350 feet when the speed limit is 45 miles per hour (mph). Along the Bogie Lake Road frontage, the speed limit is 45 mph. **As the driveway is not 350 feet from the intersection, a variance is required from the Zoning Board of Appeals. (Comment rescinded. See response to following comment). Note the dimension of the centerline of the Bogie Lake Road driveway to Highland Road on the site plan. (Comment addressed. A dimension (350.6 feet) has been added to the plan).**

Utilities

The project would be served by both the municipal water and sanitary sewer systems. The Township Engineering Consultant will perform an analysis of stormwater, location and capacity of utilities, and grading to ensure compliance with all applicable ordinances as well as the Township Engineering Design Standards.

Staff Analysis – Preliminary Site Plan

The development standards for the GB district require 50-foot front yard setbacks, 20-foot rear yard setbacks, and 15-foot side yard setbacks. **The proposed front (east) setback listed in the Site Data table on Sheet 3 is incorrect. Revise accordingly. (Comment addressed. The proposed east setback in the Site Data Table is now shown correctly). General Note 2 on Sheet 7 identifies the west setback as a front yard and not a side yard. Revise accordingly. (Comment addressed. The note has been revised).** The maximum building height allowed is 35 feet or two stories, whichever is less. Article 4, Section 17 of the zoning ordinance provides additional standards for drive-in or drive-thru window service, including a front yard setback of 60 feet (see Page 8 of this report regarding this requirement).

Building Architecture and Design

Generally, exterior building materials should be comprised primarily of high quality, durable, low maintenance material, such as masonry, stone, brick, glass, or equivalent materials. Buildings should be completed on all sides with acceptable materials. ~~The proposed building materials for the Culver's are a mix of stone (vener) and EFIS (exterior insulation finishing system). Canvas awnings are also proposed.~~ The proposed building materials for the multi-tenant building are a mix of brick (vener), fiber cement siding, and ~~hardie~~ paneling. Metal canopies are also proposed.

While building materials will be reviewed in detail at final site plan, the Applicant should be aware of the Township's architectural character requirements. EFIS, fiber cement siding, and hardie panel are not considered high-quality materials. **Seventy (70) percent of all elevations of both buildings should be covered with some combination of brick or stone or glass.** (Comment outstanding. The building is unattractive in appearance, and the fiber cement paneling and siding are substandard materials. All sides of the building will be visible from adjacent roads and must be comprised of high-quality materials. Also, a brown/tan/taupe color scheme should be utilized on the building as opposed to dark grey, light grey, and black). (Comment addressed. The building materials have been revised to include almost all brick veneer with a light, medium, and dark brown color scheme). **Furthermore, all buildings shall have windows at eye level covering at least 30 percent of the front facade (north and east elevations of the buildings). Calculations for window coverage on the front facades shall be provided on the elevations at final site plan.** (Comment remains as a notation. This requirement was acknowledged by the Applicant's engineer in the response letter provided to the first review). While front facade window coverage calculations are not provided at this time, it appears the north elevation meets the 30% requirement. However, the east elevation does not meet the 30% requirement; if the east elevation is not updated to provide the required window coverage, a variance must be requested from the Zoning Board of Appeals. (Glass coverage calculations have been added to the preliminary elevations. The required window coverage is provided on the north elevation, but a variance is required on the east elevation as only 9.27% window coverage is proposed. The required variance has been added to the variance list on Sheet 4 of the plan set).

A sample board of building materials to be displayed at the Planning Commission meeting and elevations in color are required by the zoning ordinance and must be submitted at final site plan. Additionally, the address (street number) locations shall be shown on the building. Six-inch-tall numbers visible from the street shall be required. The address locations are subject to approval of the Fire Marshal. (Comments remain as notations. These requirements were acknowledged by the Applicant's engineer in the response letter provided to the first review).

Outdoor patios are located on the site. **Details for the items to be located on the patios and details for the patios' surfacing shall be provided at final site plan.** (Comment remains as a notation. This requirement was acknowledged by the Applicant's engineer in the response letter provided to the first review). **An ornamental paving treatment should be required by the Planning Commission.** The treatment should be something either decorative or something to provide aesthetic quality to the patios. Potential options for ornamental paving treatments include, but are not limited to, CMU pavers; brick; stone; or stamped, stained, and sealed concrete. Accessory items such as railings, benches, trash receptacles, outdoor seating (such as tables and chairs), or sidewalk planters located in the vicinity of sidewalks and/or outdoor seating areas are required to be of commercial quality and complement the building design and style. **These details shall be provided at final site plan.** (Comment remains as a notation. This requirement was acknowledged by the Applicant's engineer in the response letter provided to the first review).

Landscaping and Screening

Landscaping must comply with the provisions of the zoning ordinance and should be designed to preserve existing significant natural features and to buffer service areas, parking lots, and dumpsters. A mix of evergreen and deciduous plants and trees are preferred, along with seasonal accent plantings. A landscape plan will be provided and reviewed in detail during final site plan if the preliminary site plan is approved. Following are initial comments relative to a landscape plan:

- **A snow storage plan was not provided. Information on method of snow storage shall be provided at final site plan. Winter maintenance of parking lot landscape islands (insufficient parking lot landscape islands for plant material – variance required from the Zoning Board of Appeals (add to list of variances to be requested on Sheet 4 or demonstrate the required amount of parking lot landscaping can be provided (this can be demonstrated without having a landscape architect prepare a landscape plan)) (Comment addressed at this level of review. Proposed areas for parking lot landscaping have been shown on Sheet 4. Note not all of the proposed areas identified will count as parking lot landscaping; this will be reviewed further when a landscape plan is submitted at final site plan)) shall be required where heavy applications of salt and de-icing products occur through the use of salt tarps which minimize soil absorption and ultimately reduce plant disorders. (Comments remain as notations. The response letter provided to the first review states a snow storage plan will be provided at final site plan along with a landscape plan).**

Trash Receptacle Screening

The zoning ordinance requires dumpsters to be surrounded by a six-foot-tall wall on three sides and an obscuring wood gate on a steel frame on the fourth side, located on a six-inch concrete pad extending 10 feet in front of the gate, with six-inch concrete-filled steel bollards to protect the rear wall and gates. Furthermore, the zoning ordinance states dumpsters and trash storage enclosures shall be constructed of the same decorative masonry materials as the buildings to which they are accessory. Brickform concrete (simulated brick pattern) or stained, decorative CMU block are not permitted where the principal building contains masonry. Plain CMU block is also prohibited. A dumpster enclosure detail was provided on Sheet PP-1. **(The aforementioned sheet has been renumbered as PP-3 with the second submittal).** **(The aforementioned sheet has been renumbered as PP-4 with the third submittal).** **(The aforementioned sheet has been renumbered as PP-5 with the third submittal).**

At the time of trash pick-up, the location of the dumpster enclosure could cause conflict with traffic entering and exiting the site. The dumpster enclosure location should be evaluated when considering circulation around the site. (Comment addressed. One dumpster enclosure has been eliminated and the other dumpster enclosure location has been revised to reduce conflict with traffic).

Parking

The parking calculations in the Site Data table on Sheet 3 are incorrect and shall be revised. (Comment outstanding. When units or measurements determining number of required parking spaces result in fractional space, any fraction up to and including one-half shall be disregarded and fractions over one-half shall require one parking space). (Comment addressed. Required parking calculations have been updated. See following comments). ~~54 parking spaces are required for Culver's, not 46. 31 parking spaces are required for the coffee shop, not 19.~~ The fast food standard shall be applied to the coffee shop. (Comment outstanding. Revise accordingly). (Comment addressed. Required parking calculations have been updated. See following comments). ~~Retail tenant space #1 requires 13 12 parking spaces, not 11 13. Retail tenant spaces #2 and #3 each require nine parking spaces, not seven. Additionally, gross floor area is utilized for fast food and retail uses, not useable floor area. It is unacceptable to remove 15 percent of the floor area from the parking calculations.~~ (Comment addressed). 116 65-77 parking spaces and 8 stacking spaces are required to serve the development and 90 48-61 parking spaces and 16 stacking spaces are proposed; therefore, a 26 17-16-parking space variance is required from the Zoning Board of Appeals. (Revise parking variance note on Sheet 3 accordingly). (Comment addressed. The applicable note on Sheet 4 has been updated).

The Planning Commission should note per the proposed zoning ordinance amendment to the off-street parking requirements, a maximum of 77 parking spaces would be allowed on the site and a minimum of 58 parking spaces would be required. Therefore, with 61 parking spaces proposed, a parking space variance would not be required.

Staff recommends the Planning Commission require the six easterly parking spaces be removed. Traffic circulation at the northeast corner of the site will make these spaces dangerous and difficult to access; vehicles attempting to access these spaces could cause traffic conflicts with vehicles exiting the drive-thru and bypass lane. Additionally, staff suggests the three northwesterly parking spaces be removed. Traffic circulation at the northwest corner of the site will make these spaces dangerous and difficult to access; vehicles attempting to access these spaces could cause traffic conflicts with vehicle ingress/egress from/to the Highland Road driveway and vehicles entering the drive-thru. (Comment outstanding. The nine aforementioned parking spaces remain as previously proposed. A dimension (19 feet) has been added to the back side of the six parking spaces on the east side of the site; this has been noted as an attempt to demonstrate reduced interference from these parking spaces with the bypass lane. Staff continues to recommend revisions to this area of the site plan; see recommendation on Page 15).

Two-way drives are required to be a minimum of 24 feet in width. At the east end of the northerly drive aisle, the proposed width is 22.8 feet. Revise the site plan to increase the width to 24 feet; if not revised, a variance is required from the Zoning Board of Appeals. (Comment addressed. The aforementioned two-way drive aisle has been revised to be 24 feet in width).

The one-way drive (approximately 40 feet in length) north of the Bogie Lake Road driveway shall be removed. (Comment outstanding. See third comment in green in this paragraph). One-way drives are required to be a minimum of 20 feet in width, so the proposed width of 12 feet would require a variance from the Zoning Board of Appeals. (Comment addressed. The one-way drive aisle has been increased to 20 feet in width). However, removing this drive will improve vehicle circulation around the site. Funneling traffic north through said area would conflict with drive-thru and bypass lane traffic (maintaining the bypass lane is important for the efficient and safe function of the drive-thru). Also, vehicles attempting to enter the drive-thru from the Bogie Lake Road driveway would also have to traverse west across the drive aisle north of the building where pedestrians are accessing vehicles north of said drive aisle and vehicles on both sides of said drive aisle are entering/exiting the site from the west. Removing the aforementioned section of one-way drive aisle will also allow the landscape island in this area to be extended east to the east property line. (Staff concerns remain regarding the internal traffic circulation near the northeast corner of the site. Vehicles backing out of the easternmost parking spaces may have difficulties).

The zoning ordinance requires each individual parking space be delineated by dual stripes, two feet apart centered on the dividing lines and painted white. Revise the site plan and the typical parking space detail on Sheet 3. If the required striping is not provided, a variance is required from the Zoning Board of Appeals. (Comment addressed. The plans as well as the parking space detail on Sheet 3 (now Sheet 4) now show white dual striping).

All dimensions for drive widths and parking space depth shall be revised. The site plan measures drive widths to the face of curb; road measurement surface is taken between the edges of the gutter pan (drive width shall be provided between the edges of the gutter pan). (Comment partially addressed. There are still some drive aisles/maneuvering lanes with width measured to the curb, not the edge of the gutter pan. Revise accordingly). (Comment addressed. The measurements have been revised accordingly). Furthermore, gutter pan shall not be included in the measurement of parking space depth. Revise the site plan and the typical parking space detail on Sheet 3. (Comment partially addressed. Sheet 3 shows 18-foot-deep parking spaces in some areas of the site while other spaces are 17-feet in depth. Gutter pan is also being counted as width in parking spaces abutting such. Revise accordingly). (Comment addressed. The typical parking space detail now shows the space length to be 17-feet and matching what is proposed on the site plan, and the space measurements have been revised accordingly).

The typical parking space detail shows spaces 18 feet in length and the site plan shows the spaces 17 feet in length. Revise for consistency. (See previous comment. While the typical parking space detail shows parking spaces 17 feet in depth, the plan shows 18-foot-deep spaces in some areas). (Comment addressed. See previous comment).

While provided on the typical angled parking space detail, label the length and width dimensions of the angled parking on the site plan. (Comment rescinded. Angled parking is no longer proposed).

The sidewalk north of the southernmost parking spaces shall be increased to seven feet in width to be eligible for 17-foot-deep parking spaces abutting the aforementioned sidewalk. Otherwise, 18-foot-deep parking spaces shall be required. (Comment outstanding. Clarification is required. While in the response letter provided to the second review the Applicant's engineer stated the sidewalk width has been increased to seven feet in width, on Sheet 4 there is a 6.5-foot dimension label appearing to indicate the width of said sidewalk). (Comment addressed. The dimension has been revised and now shows the full seven-foot width). Label the parking space depth and width, width of the sidewalk north of the spaces, and width of the sidewalk west of the spaces. (Comment partially addressed. Parking space depth and width have been added, but the sidewalk width west of the spaces is not labeled and the width of the sidewalk north of the spaces is unclear (see previous comment)). (Comment addressed. Additional sidewalk width dimensions have been added to the site plan). Additionally, staff recommends the 10 southernmost parking spaces be restricted to employee parking and designated/marked accordingly. (Comment partially addressed. The number of parking spaces south of the building has increased to 24. Staff continues to suggest the southernmost spaces (12) be restricted to employee parking and designated/marked accordingly. While in the response letter provided to the second review the Applicant's engineer stated they acknowledge this recommendation, a note stating such could not be located by staff on Sheet 4). (Comment addressed. Site Plan Note 4 has been added to Sheet 4 of the plan set).

For the proposed drive-thrus, eight vehicle stacking spaces inclusive of the vehicle at the window are required. The site plan shall show nine-foot-wide and 18-foot-long stacking spaces, and the parking calculations in the Site Data table on Sheet 3 shall be revised to show the required and proposed stacking spaces. (Comment addressed. The Site Data Table now shows the correct number of required and proposed stacking spaces).

Off-Street Loading Requirements

The zoning ordinance requires ~~two~~ **one** loading spaces for a development of this size (~~one for each building~~). Such loading and unloading spaces must be an area 10 feet by 50 feet, with a 15-foot height clearance. **No loading spaces are proposed, so a variance is required from the Zoning Board of Appeals.** (Comment partially addressed. A loading space is now provided northeast of the proposed dumpster enclosure (label the length and width); however, staff agrees with DLZ regarding the location presenting conflict with traffic entering and exiting the site from Bogie Lake Road). (Comment addressed. The loading space north of the proposed dumpster is now shown outside of the drive aisle).

Signs

The zoning ordinance requires the area, quantity, location, and dimensions of all signs to be provided with the preliminary site plan. The site plan shows the location of ~~two~~ **one** monument signs, each with a 10-foot setback from the Highland Road and Bogie Lake Road rights-of-way. **(The proposed sign area of the monument sign is 125 square feet, which exceeds the allowed sign area by 65 square feet and would require a variance from the Zoning Board of Appeals (a note on Sheet 4 incorrectly states the allowed sign area is 65 square feet when the allowed sign area is 60 square feet based on the proposed sign setback; revise accordingly). (Comment addressed. The monument sign has been revised with additional setback and reduced sign area to comply with the zoning ordinance). Freestanding signs on parcels containing a multi-tenant building in the GB zoning district are allowed six square feet of sign area for each one foot of setback, up to a maximum of 150 square feet in area (with a 25-foot setback)). (The Applicant will be requesting a variance for sign area (has been added to the list of variances to be requested on Sheet 4)). (Comment rescinded. See previous comment in green in this paragraph).** In instances where a parcel has frontage on two thoroughfares, a second freestanding sign may be permitted along the secondary thoroughfare. This provision is contingent upon the second sign being no more than 50 percent of the size permitted the first sign, a minimum 150 feet of separation exists between any freestanding signs on the site, and all other setback requirements are met. Sheet PP-1 shows a detail labeled “existing pylon sign.” There is no existing pylon sign on the site. **(The aforementioned sheet has been renumbered as PP-3 with the second submittal).** Furthermore, the zoning ordinance prohibits pylon signs. **Remove the aforementioned detail from the plan set. (Comment addressed. The aforementioned detail has been removed).** Any proposed freestanding sign must be of the monument type (which is indicated on Sheet 3 of the site plan). While monument sign details were not provided **(a detail is now provided on Sheet PP-3) (the aforementioned sheet has been renumbered as PP-4 with the third submittal) (the aforementioned sheet has been renumbered as PP-5 with the third submittal)**, staff can administratively review and approve signage. Any/all signage would be required to comply with the zoning ordinance.

~~The Culver’s building elevations show three wall signs (one on every façade except the south elevation). In instances where a parcel has frontage on two streets, an additional wall sign may be permitted on the building facing the secondary thoroughfare, which is no greater than five percent of the wall area on which the sign is placed. Where permitted, wall signs must be located flat against the building’s front façade or parallel to the front façade on a canopy. **The wall sign on the west elevation shall be removed, or a variance is required from the Zoning Board of Appeals.** Additionally, wall signs cannot extend above the roofline of a building. **Variances are required to install wall signs above the roofline of the building.** Staff does not support any variances for signage. **The building elevations should be revised to comply with the sign standards.** Note signage is not permitted on the awnings. **(These comments are no longer applicable as the Culver’s building is no longer being proposed on this site).**~~

~~The multi-tenant (four tenants) retail and coffee shop building elevations show wall signs on every facade, except the south elevation.~~ In the case of a building with two or more tenants, one wall sign is permitted per tenant. In instances where a parcel has frontage on two streets, an additional wall sign may be permitted on the building facing the secondary thoroughfare, which is no greater than five percent of the wall area on which the sign is placed. **The wall sign on the west elevation shall be removed, or a variance is required from the Zoning Board of Appeals.** (Comment outstanding). (The Applicant will be seeking a variance for this wall sign (has been added to the list of variances to be requested on Sheet 4)). (Comment rescinded. The wall sign on the west elevation has been removed). Additionally, wall signs cannot extend above the roofline of a building. **Variances are required to install wall signs above the roofline of the building.** (Comment outstanding). (The Applicant will be seeking a variance for the placement of walls signs (has been added to the list of variances to be requested on Sheet 4)). (Comment rescinded. The wall signs on the north elevation have been removed. The response letter provided to the third review stated until tenants are known sign placement is unknown, and sign permits will be sought as tenants are selected). Staff does not support any variances for signage. **The building elevations should be revised to comply with the sign standards.** (Comment remains as a notation). Note signage is not permitted on the canopies.

Outdoor Lighting

Site lighting is required to comply with the zoning ordinance. Information on site lighting will be provided and reviewed in detail during final site plan. While the building elevations show wall-mounted lighting, outdoor lighting is reviewed and approved via a photometric plan and required attachments. **All luminaries shall be removed from existing sheets in the plan set.** (Comment outstanding. Note the type of wall-mounted sconce lighting (appears to be outward, unshielded lighting) shown on the preliminary elevations is not permitted in the Township and would require a variance from the Zoning Board of Appeals). (Comment rescinded. The sconce lighting has been removed from the plans. A photometric plan indicating light sources and styles will be provided at final site plan).

Staff Analysis – Special Land Use (Drive-thru)

Special land uses for drive-thrus are evaluated using the general standards for all special land uses listed in Article 6, Section 10 of the zoning ordinance and the following specific standards for outdoor dining found in Article 4, Section 17 of the zoning ordinance:

A. A front yard setback of at least sixty (60) feet shall be required.

The coffee shop drive-thru tenant space is only 50 feet from the Bogie Lake Road right-of-way. However, the drive-thru window is over 60 feet from the Bogie Lake Road right-of-way. **The Applicant may request the Zoning Board of Appeals make an interpretation allowing the setback as proposed being conforming to the 60-foot front yard setback.** (Comment outstanding; however, the Applicant intends to seek an interpretation/variance from the Zoning Board of Appeals). ~~The Culver's building is conforming.~~

B. Entrance and exit drives shall be at least one hundred (100) feet from any street intersection and two hundred (200) feet from any residential district.

The Highland Road driveway is not 200 feet from the residential zoning district to the west. **Therefore, a variance is required from the Zoning Board of Appeals.** (Comment outstanding; however, the Applicant intends to seek a variance from the Zoning Board of Appeals). The Bogie Lake Road driveway is compliant.

C. An outdoor lighting plan shall specify the type of fixtures to be used, light intensity, and method of shielding the fixtures so that light does not project onto adjoining properties or on any public or private street or right-of-way. Dropped fixtures shall not be allowed. The site plan shall include a photometric plan and catalog details for all proposed fixtures. Outdoor lights must meet the performance standards of Section 5.18.

Site lighting is required to comply with the zoning ordinance. Information on site lighting will be provided and reviewed in detail during final site plan.

Staff Analysis – Special Land Use (Outdoor Dining)

Special land uses for outdoor dining are evaluated using the general standards for all special land uses listed in Article 6, Section 10 of the zoning ordinance and the following specific standards for outdoor dining found in Article 4, Section 18 of the zoning ordinance:

A. The Planning Commission shall determine that the use is designed and will be operated so as not to create a nuisance to property owners adjacent to or nearby the eating establishment. As such, the proposed use shall meet the following minimum criteria:

i. The establishment may operate only during the following hours:

- *Monday thru Thursday: 8:00 a.m. – 12:00 midnight*
- *Friday: 8:00 a.m. – 2:00 a.m.*
- *Saturday: 10:00 a.m. – 2:00 a.m.*
- *Sunday: 10:00 a.m. – 10:00 p.m.*

~~Culver's and t~~The coffee shop would be required to adhere to said hours of operation. **(Revise Site Plan Note 3 on Sheet 3. The hours of operation pertain to the outdoor dining hours, not hours of operation for the coffee shop).** (Comment addressed. The note on Sheet 4 has been updated accordingly).

ii. The use of exterior loudspeakers is prohibited where the site abuts a residential district or use. The noise level at the lot line shall not exceed 70 dB.

~~Culver's and t~~The coffee shop would be required to adhere to said performance standard.

iii. An outdoor lighting plan shall specify the type of fixtures to be used, light intensity, and method of shielding the fixtures so that light does not project onto adjoining properties or on any public or private street or right-of-way. Dropped fixtures shall not be allowed. The site plan shall include a photometric plan and catalog details for all proposed fixtures. Outdoor lights must meet the performance standards of Section 5.18.

Site lighting is required to comply with the zoning ordinance. Information on site lighting will be provided and reviewed in detail during final site plan.

B. Additional parking spaces must be provided according to the following:

- i. *Outdoor dining areas for more than 30 people or which include either permanent or seasonal structures, such as awning, roofs, or canopies, may be required to provide additional parking according to the following:*
 - a. *If the outdoor seating is 25% of the indoor seating or less, no additional parking is necessary.*
 - b. *If the outdoor seating is 26%-50% of the indoor seating, the restaurant may be required to provide up to 125% of the parking required for the indoor space.*
 - c. *If the outdoor seating is over 50% of the indoor seating capacity, the restaurant may be required to provide up to 150% of the parking required for the indoor space.*

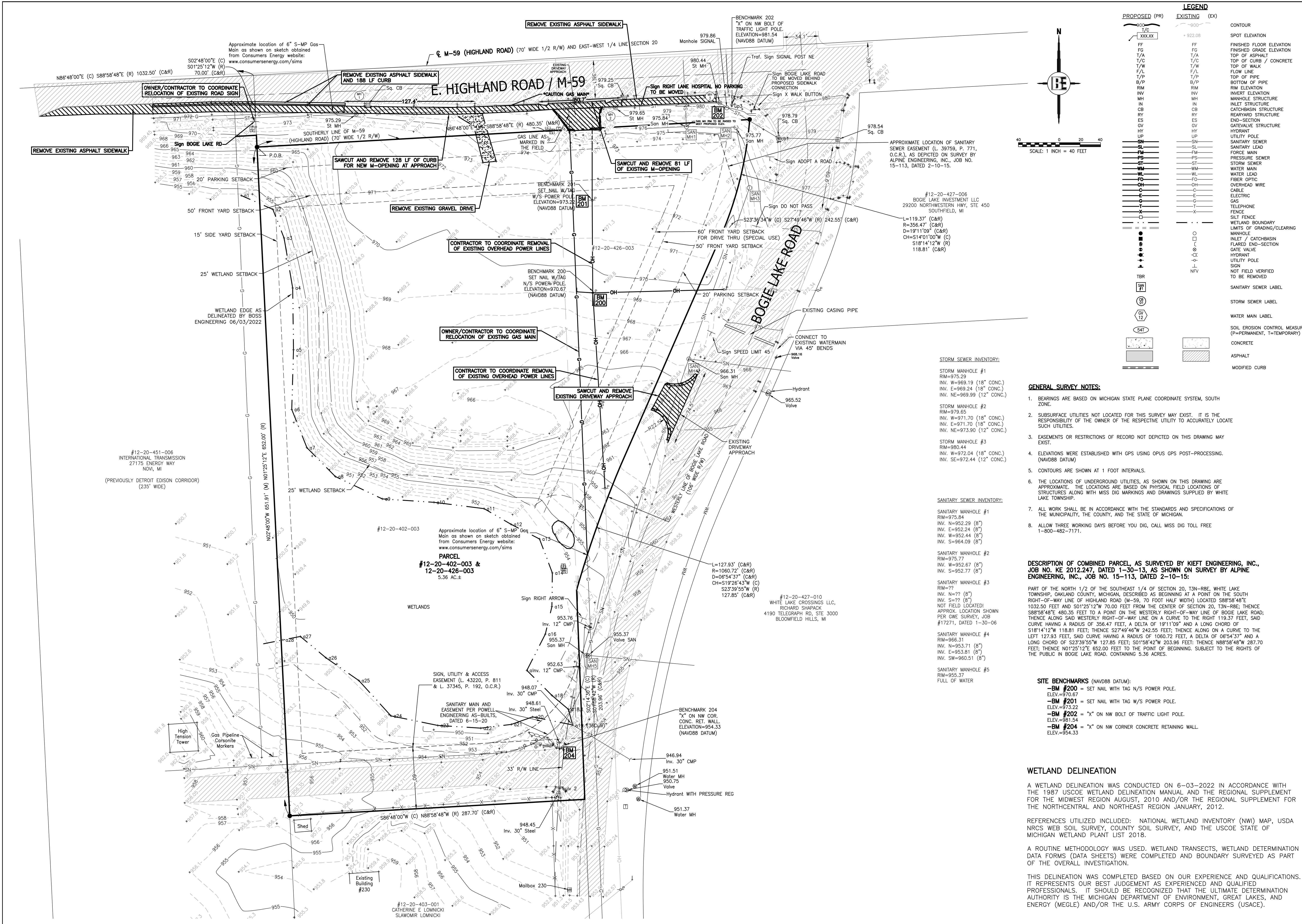
According to the site plan, ~~a 656 square foot patio is proposed on the northeast corner of the Culver's building and a 253~~ **232** square foot patio is proposed on the northeast corner of the retail and coffee shop building. From an occupancy perspective, the Building Code states assembly without fixed seating – unconcentrated (tables and chairs) is F15 square feet per person. Maximum patio occupancy is subject to approval of the Building Official. ~~The site plan shows seating for 16 patrons on the Culver's patio (four, four-top tables). Based on a restaurant dining room with 80 seats, the outdoor seating does not warrant additional parking. The site plan shows seating for eight patrons on the coffee shop patio (two, four-top tables). The submitted floor plan does not show the coffee shop seating capacity; however, the tenant space would be limited to 32 seats in order to not warrant additional parking to serve the outdoor seating.~~ **(Per the design engineer, the outdoor seating is less than 25% of the indoor seating. Therefore, no additional parking is required).**

Planning Commission Options / Recommendation

The Planning Commission may recommend approval, approval with conditions, or denial of the preliminary site plan to the Township Board; action on the special land use is determined by the Planning Commission. ~~Staff recommends the plans be revised and resubmitted to address the items identified in this memorandum. An updated list of any requested variances shall also be provided.~~ **The majority of staff comments have been addressed. While there are variances required, the plan demonstrates land use feasibility. Concerns remain regarding the internal traffic circulation, especially near the northeast corner of the site. At a minimum the southerly three parking spaces of the easternmost six parking spaces should be removed; doing so would also allow the direct pedestrian access to the building from the frontage sidewalk along Bogie Lake Road to be shifted north. As proposed, the location of the pedestrian access is a safety concern as it crosses the bypass lane just north of the drive-thru window. Eliminating the three aforementioned parking spaces and shifting the pedestrian access north would provide separation from vehicles at the drive-thru window.**

The following plans were reviewed:

- Plans prepared by Boss Engineering dated January 5, 2023 (~~revision date-September 8, 2023~~
~~January 12~~February 28, 2024). The utility, grading, and drainage plans for the site are subject to the approval of the Township Engineering Consultant and shall be completed in accordance with the Township Engineering Design Standards. **Note 2 on Sheet 1 shall be removed (the zoning ordinance requires plans be to scale).** (Comment addressed. The note has been removed).
- Preliminary floor plan and elevations prepared by Detroit Architectural Group dated ~~January 4~~~~September 6~~~~November 15,~~ 2023February 28, 2024. **These plans shall be sealed by the Registered Architect who prepared the plans.** (Comment addressed. The aforementioned plan sheets have been sealed).
- ~~Floor plan and exterior elevations prepared by AMAG dated May 15, 2020 (revision date May 28, 2020). These plans shall be sealed by the Registered Architect who prepared the plans. (Comment rescinded. This comment is no longer applicable as the west building is no longer being proposed).~~



LEGEND

PROPOSED (PR)	EXISTING (EX)	DESCRIPTION
900	900	CONTOUR
T/C	XXX.XX	SPOT ELEVATION
FF	FF	FINISHED FLOOR ELEVATION
FG	FG	FINISHED GRADE ELEVATION
T/A	T/A	TOP OF ASPHALT
T/C	T/C	TOP OF CURB / CONCRETE
T/W	T/W	TOP OF WALK
F/L	F/L	FLOW LINE
T/P	T/P	TOP OF PIPE
B/P	B/P	BOTTOM OF PIPE
RM	RM	RIM ELEVATION
INV	INV	INVERT ELEVATION
MH	MH	MANHOLE STRUCTURE
IN	IN	INLET STRUCTURE
CB	CB	CATCHBASIN STRUCTURE
RY	RY	REARWARD STRUCTURE
ES	ES	END-SECTION
OV	OV	GATEVALVE STRUCTURE
HY	HY	HYDRANT
UP	UP	UTILITY POLE
SN	SN	SANITARY SEWER
PS	PS	SANITARY LEAD
FL	FL	FORCE MAIN
PS	PS	PRESSURE SEWER
ST	ST	STORM SEWER
WM	WM	WATER MAIN
WL	WL	WATER LEAD
FO	FO	FIBER OPTIC
OH	OH	OVERHEAD WIRE
C	C	CABLE
E	E	ELECTRIC
G	G	GAS
T	T	TELEPHONE
F	F	FENCE
S	S	SILT FENCE
W	W	WETLAND BOUNDARY
L	L	LIMITS OF GRADING/CLEARING
IN	IN	INLET / CATCHBASIN
FL	FL	FLARED END-SECTION
CV	CV	GATE VALVE
HY	HY	HYDRANT
UP	UP	UTILITY POLE
SN	SN	SANITARY SEWER LABEL
ST	ST	STORM SEWER LABEL
WM	WM	WATER MAIN LABEL
W	W	SOIL EROSION CONTROL MEASURE
P	P	(P=PERMANENT, T=TEMPORARY)
C	C	CONCRETE
A	A	ASPHALT
M	M	MODIFIED CURB

STORM SEWER INVENTORY:

SANITARY MANHOLE #1
 RIM=975.29
 INV. W=969.19 (18" CONC.)
 INV. E=969.24 (18" CONC.)
 INV. NE=969.99 (12" CONC.)

SANITARY MANHOLE #2
 RIM=979.65
 INV. W=971.70 (18" CONC.)
 INV. E=971.70 (18" CONC.)
 INV. NE=973.90 (12" CONC.)

SANITARY MANHOLE #3
 RIM=980.44
 INV. W=972.04 (18" CONC.)
 INV. S=972.44 (12" CONC.)

SANITARY SEWER INVENTORY:

SANITARY MANHOLE #1
 RIM=975.84
 INV. N=952.29 (8")
 INV. E=952.24 (8")
 INV. W=952.44 (8")
 INV. S=964.09 (8")

SANITARY MANHOLE #2
 RIM=975.77
 INV. W=952.67 (8")
 INV. S=952.77 (8")

SANITARY MANHOLE #3
 RIM=?
 INV. N=? (8")
 INV. S=? (8")
 NOT FIELD LOCATED!
 APPROX. LOCATION SHOWN
 PER GWE SURVEY, JOB
 #17271, DATED 1-30-06

SANITARY MANHOLE #4
 RIM=966.31
 INV. N=953.71 (8")
 INV. E=953.81 (8")
 INV. SW=960.51 (8")

SANITARY MANHOLE #5
 RIM=955.37
 FULL OF WATER

GENERAL SURVEY NOTES:

- BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE.
- SUBSURFACE UTILITIES NOT LOCATED FOR THIS SURVEY MAY EXIST. IT IS THE RESPONSIBILITY OF THE OWNER OF THE RESPECTIVE UTILITY TO ACCURATELY LOCATE SUCH UTILITIES.
- EASEMENTS OR RESTRICTIONS OF RECORD NOT DEPICTED ON THIS DRAWING MAY EXIST.
- ELEVATIONS WERE ESTABLISHED WITH GPS USING OPUS GPS POST-PROCESSING. (NAVD88 DATUM)
- CONTOURS ARE SHOWN AT 1 FOOT INTERVALS.
- THE LOCATIONS OF UNDERGROUND UTILITIES, AS SHOWN ON THIS DRAWING ARE APPROXIMATE. THE LOCATIONS ARE BASED ON PHYSICAL FIELD LOCATIONS OF STRUCTURES ALONG WITH MISS DIG MARKINGS AND DRAWINGS SUPPLIED BY WHITE LAKE TOWNSHIP.
- ALL WORK SHALL BE IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE MUNICIPALITY, THE COUNTY, AND THE STATE OF MICHIGAN.
- ALLOW THREE WORKING DAYS BEFORE YOU DIG, CALL MISS DIG TOLL FREE 1-800-482-7171.

DESCRIPTION OF COMBINED PARCEL, AS SURVEYED BY KIEFT ENGINEERING, INC., JOB NO. KE 2012.247, DATED 1-30-13, AS SHOWN ON SURVEY BY ALPINE ENGINEERING, INC., JOB NO. 15-113, DATED 2-10-15:

PART OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 20, T3N-R8E, WHITE LAKE TOWNSHIP, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF HIGHLAND ROAD (M-59, 70 FOOT HALF WIDTH) LOCATED 588'58"48"E 1032.50 FEET AND S01°25'12"W 70.00 FEET FROM THE CENTER OF SECTION 20, T3N-R8E; THENCE S88°58'48"E 480.35 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF BOGIE LAKE ROAD; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE ON A CURVE TO THE RIGHT 119.37 FEET, SAID CURVE HAVING A RADIUS OF 356.47 FEET, A DELTA OF 19°11'09" AND A LONG CHORD OF S18°14'12"W 118.81 FEET; THENCE S27°49'46"W 242.55 FEET; THENCE ALONG ON A CURVE TO THE LEFT 127.93 FEET, SAID CURVE HAVING A RADIUS OF 1060.72 FEET, A DELTA OF 06°54'37" AND A LONG CHORD OF S23°39'55"W 127.85 FEET; S01°58'42"W 203.96 FEET; THENCE N88°58'48"W 287.70 FEET; THENCE N01°25'12"E 652.00 FEET TO THE POINT OF BEGINNING, SUBJECT TO THE RIGHTS OF THE PUBLIC IN BOGIE LAKE ROAD, CONTAINING 5.36 ACRES.

SITE BENCHMARKS (NAVD88 DATUM):

- BM #200 = SET NAIL WITH TAG N/S POWER POLE. ELEV.=970.67
- BM #201 = SET NAIL WITH TAG W/S POWER POLE. ELEV.=973.22
- BM #202 = "X" ON NW BOLT OF TRAFFIC LIGHT POLE. ELEV.=981.54
- BM #204 = "X" ON NW CORNER CONCRETE RETAINING WALL. ELEV.=954.33

WETLAND DELINEATION

A WETLAND DELINEATION WAS CONDUCTED ON 6-03-2022 IN ACCORDANCE WITH THE 1987 USCOE WETLAND DELINEATION MANUAL AND THE REGIONAL SUPPLEMENT FOR THE MIDWEST REGION AUGUST, 2010 AND/OR THE REGIONAL SUPPLEMENT FOR THE NORTH-CENTRAL AND NORTHEAST REGION JANUARY, 2012.

REFERENCES UTILIZED INCLUDED: NATIONAL WETLAND INVENTORY (NWI) MAP, USDA NRCS WEB SOIL SURVEY, COUNTY SOIL SURVEY, AND THE USCOE STATE OF MICHIGAN WETLAND PLANT LIST 2018.

A ROUTINE METHODOLOGY WAS USED. WETLAND TRANSECTS, WETLAND DETERMINATION DATA FORMS (DATA SHEETS) WERE COMPLETED AND BOUNDARY SURVEYED AS PART OF THE OVERALL INVESTIGATION.

THIS DELINEATION WAS COMPLETED BASED ON OUR EXPERIENCE AND QUALIFICATIONS. IT REPRESENTS OUR BEST JUDGEMENT AS EXPERIENCED AND QUALIFIED PROFESSIONALS. IT SHOULD BE RECOGNIZED THAT THE ULTIMATE DETERMINATION AUTHORITY IS THE MICHIGAN DEPARTMENT OF ENVIRONMENT, GREAT LAKES, AND ENERGY (MEGLE) AND/OR THE U.S. ARMY CORPS OF ENGINEERS (USACE).

THE LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THESE DRAWINGS ARE ONLY APPROXIMATE. NO GUARANTEE IS MADE AS TO THE ACCURACY OF THESE UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION AND ELEVATION OF EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY CONFLICTS BEFORE THE LOCATION OR DEPTH DIFFERS SIGNIFICANTLY FROM THE PLANS.

BEBOSS Engineering
 3121 E. GRAND RIVER AVE.
 HOWELL, MI. 48843
 517.546.4836 FAX 517.548.1670

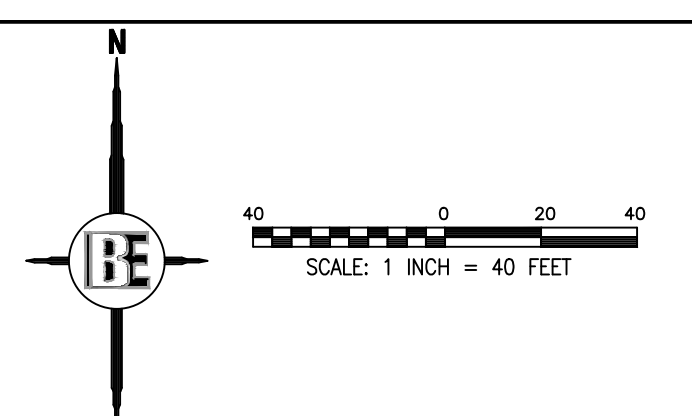
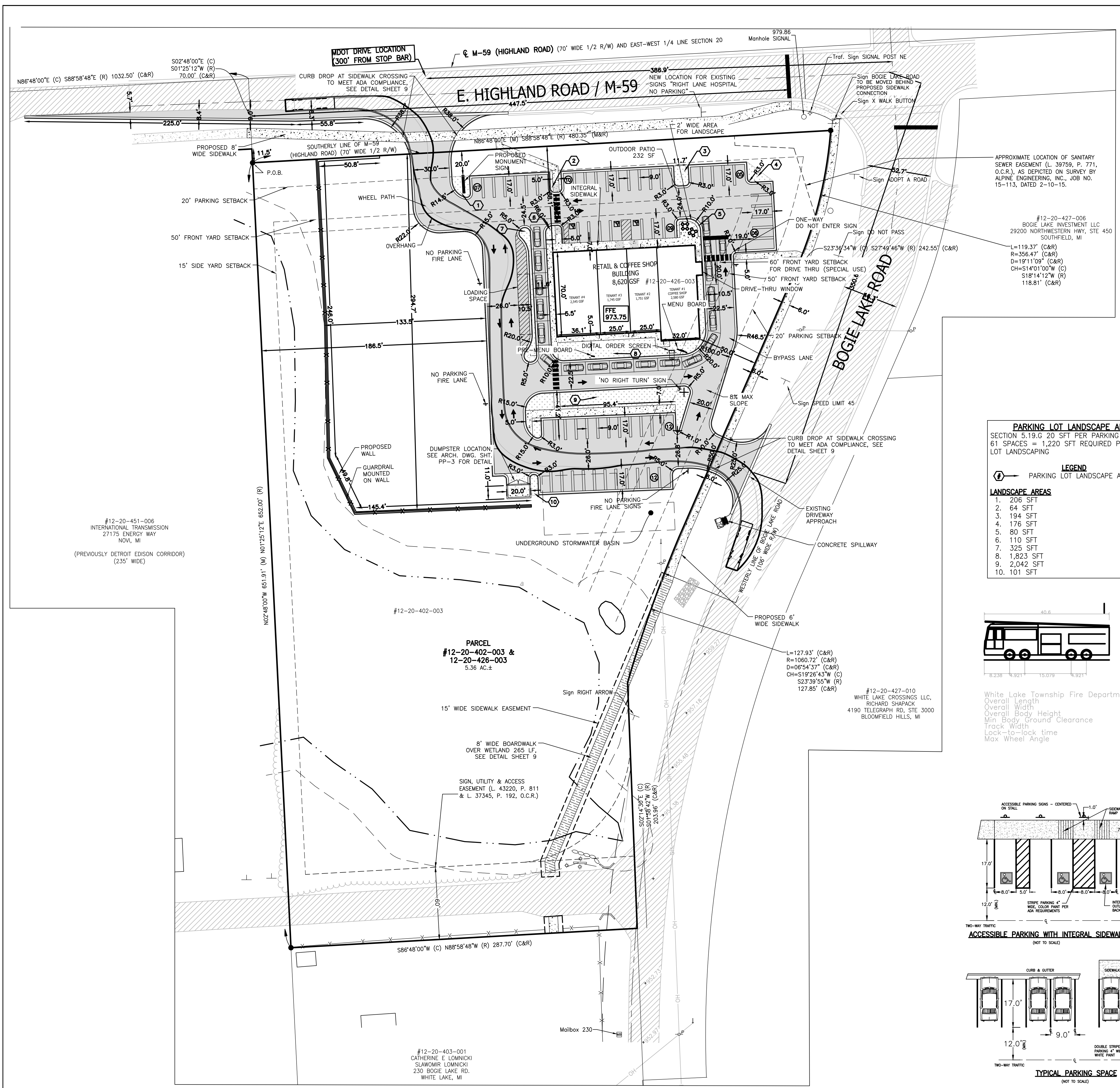
PROJECT: GATEWAY CROSSING

PREPARED FOR: GATEWAY CROSSING, LLC
 600 NORTH OLD WOODWARD, SUITE 101
 BIRMINGHAM, MI 48009
 248-937-7000

TITLE: EXISTING CONDITIONS & DEMOLITION PLAN

NO	BY	DATE	REVISION PER
1	MM	09/09/23	REVISION PER
2	MM	1/12/24	REVISION PER
3	ST	2/28/24	REVISION PER

DESIGNED BY: AEB
 DRAWN BY: RR/CZ
 CHECKED BY:
 SCALE: 1" = 40'
 JOB NO: 22-029-1
 DATE: 01/05/23
 SHEET NO: 3



LEGEND		
PROPOSED (PR)	EXISTING (EX)	
000	+922.08	CONTOUR
T/C		FINISHED FLOOR ELEVATION
XXXXXX		FINISHED GRADE ELEVATION
FF	FF	TOP OF ASPHALT
FC	FC	TOP OF CURB / CONCRETE
T/A	T/A	TOP OF WALK
T/W	T/W	TOP OF FLOW LINE
F/L	F/L	TOP OF PIPE
T/P	T/P	INVERT ELEVATION
B/P	B/P	BOTTOM OF PIPE
RM	RM	RIM ELEVATION
INV	INV	INVERT ELEVATION
MH	MH	MANHOLE STRUCTURE
IN	IN	INLET STRUCTURE
CB	CB	CATCHBASIN STRUCTURE
RY	RY	REAR-YARD STRUCTURE
ES	ES	END-SECTION
OV	OV	GATEVALVE STRUCTURE
HY	HY	HYDRANT
UP	UP	UTILITY POLE
SN	SN	SANITARY SEWER
SL	SL	SANITARY LEAD
FM	FM	FORCE MAIN
PS	PS	PRESSURE SEWER
ST	ST	STORM SEWER
WM	WM	WATER MAIN
WL	WL	WATER LEAD
FO	FO	FIBER OPTIC
OH	OH	OVERHEAD WIRE
C	C	CABLE
E	E	ELECTRIC
T	T	TELEPHONE
X	X	FENCE
W	W	WETLAND BOUNDARY
L	L	LIMITS OF GRADING/CLEARING
○	○	MANHOLE
□	□	INLET / CATCHBASIN
○	○	FLARED END-SECTION
○	○	GATE VALVE
○	○	HYDRANT
○	○	UTILITY POLE
○	○	SIGN
○	○	NOT FIELD VERIFIED TO BE REMOVED
○	○	CONCRETE
○	○	ASPHALT
○	○	PARKING LOT LANDSCAPING

SITE DATA:

WHITE LAKE TOWNSHIP
 COMBINED PARCELS # 4712-20-402-003 AND # 4712-20-426-003
 HIGHLAND ROAD
 WHITE LAKE, MI 48383
 5.36 AC +/-

ZONING: GENERAL BUSINESS

USE: RETAIL BUILDING SQUARE FOOTAGE (FOOTPRINT): RETAIL WITH DRIVE-THROUGH 8,620 GSF

SINGLE OWNER LEASABLE BUILDING WITH ADDITIONAL DEVELOPABLE SPACE ON THE WEST SIDE OF THE PARCEL. PARCEL TO REMAIN UNDER SINGLE OWNER AT THIS TIME.

MIN. LOT AREA REQUIRED FOR ZONING: 1 ACRE
 MIN. LOT WIDTH: 200 FT
 TOTAL EX. LOT WIDTH: 485.39
 MAX. LOT COVERAGE: 40% BLDG, 85% IMPERVIOUS

MIN. SETBACKS REQUIRED: PROPOSED SETBACKS
 FRONT: 50'-FT FRONT (NORTH): 88.1 FT
 FRONT (EAST): 50.0 FT
 REAR: 20'-FT REAR (SOUTH): 487.6 FT
 SIDE: 15'-FT SIDE (WEST): 245.2 FT

REQUIRED PARKING:
 TENANT #1: (COFFEE SHOP W/ DRIVE-THROUGH)
 = 1.0 SPACE PER 75 GROSS FLOOR AREA
 2,565 / 75 = 34.20 SPACES ~ 34 SPACES PLUS 8 STACKING SPACES

TENANT #2: (GENERAL RETAIL)
 = 1.0 SPACE PER 200 GFA
 1,751 GFA / 200 = 8.76 SPACES ~ 9 SPACES

TENANT #3: (GENERAL RETAIL)
 = 1.0 SPACE PER 200 GFA
 1,745 GFA / 200 = 8.73 SPACES ~ 9 SPACES

TENANT #4: (RESTAURANT)
 = 1.0 SPACE PER 100 GFA
 2,545 GFA / 100 = 25.45 SPACES ~ 25 SPACES

SPACES REQUIRED: 34 + 9 + 9 + 25 = 77 SPACES AND 8 STACKING SPACES
PROVIDED: 61 SPACES INCLUDING 3 ADA SPACES, PLUS 16 STACKING SPACES

SITE PLAN NOTES

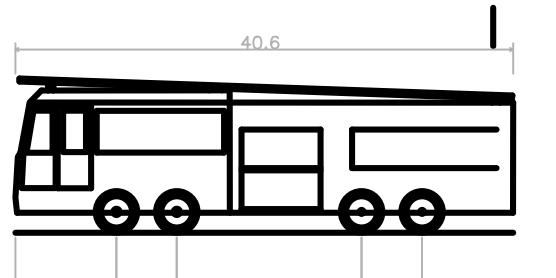
- VARIANCES TO BE REQUESTED:
 - 155-FOOT VARIANCE FOR PROPOSED LOCATION OF HIGHLAND ROAD DRIVEWAY WHICH IS LOCATED 386.9 FEET FROM BOGIE LAKE ROAD INTERSECTION (MIN. DISTANCE BETWEEN PROPOSED DRIVEWAY AND NEAREST INTERSECTION SHALL NOT BE LESS THAN 455 FEET WHERE SPEED LIMIT IS GREATER THAN OR EQUAL TO 50 MPH.)
 - VARIANCE FOR PARKING DEFICIENCY ~ 77 SPACES AND 8 STACKING SPACES REQUIRED. PROPOSED 61 SPACES WITH 16 STACKING SPACES.
 - VARIANCE FROM ACCESS MANAGEMENT STANDARDS - DISTANCE BETWEEN HIGHLAND ROAD ENTRANCE AND INTERSECTION WITH BOGIE LAKE ROAD CANNOT BE LESS THAN 455 FEET. CURRENT PROPOSED DISTANCE IS 300 FEET.
 - (SPECIAL USE) DRIVE-THRU REQUIRES A 60-FOOT FRONT YARD SETBACK FROM BOGIE LAKE ROAD R.O.W. THE DRIVE-THRU WINDOW IS MORE THAN 60' FROM THE R.O.W. BUT THE CLOSEST CORNER OF THE BUILDING IS THE BUILDING IS 50 FEET WAY. REQUEST ZONING BOARD OF APPEALS MAKES AN INTERPRETATION ALLOWING THE SETBACK AS PROPOSED BEING CONFORMING TO THE 60-FOOT FRONT YARD SETBACK.
 - (SPECIAL USE) VARIANCE FOR HIGHLAND ROAD DRIVEWAY LOCATED LESS THAN 200 FEET FROM THE RESIDENTIAL ZONING DISTRICT TO THE WEST.
 - VARIANCE FOR REDUCTION IN GLASS FACADE ON EAST ELEVATION. REQUIRED 30% GLASS COVERAGE, PROVIDED 9.27% GLASS COVERAGE.
- ACCESS DRIVE SHALL BE DESIGNED AND MAINTAINED TO SUPPORT THE IMPOSED LOADS OF FIRE APPARATUS AND SHALL BE SURFACED SO AS TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES.
- THE OUTDOOR DINING MAY OPERATE ONLY DURING THE FOLLOWING HOURS:
 - M-TH: 8:00AM TO 12:00AM (MIDNIGHT),
 - FRIDAY: 8:00 AM TO 2:00 AM,
 - SATURDAY: 10:00 AM TO 2:00 AM
 - SUNDAY: 10:00 AM TO 10:00 PM
- PARKING SPACES AT THE SOUTH END OF THE SITE SHALL BE DESIGNATED/MARKED AS EMPLOYEE PARKING.

PARKING LOT LANDSCAPE AREA:
 SECTION 5.19.G 20 SFT PER PARKING SPACE X
 61 SPACES = 1,220 SFT REQUIRED PARKING
 LOT LANDSCAPING

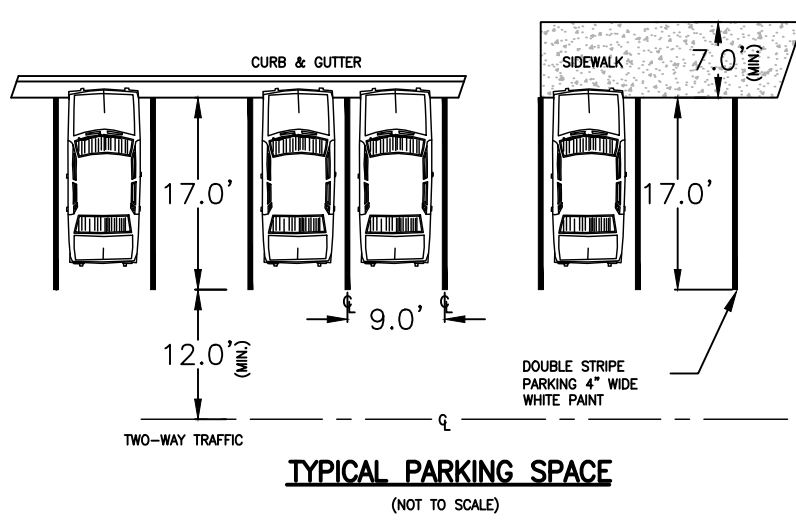
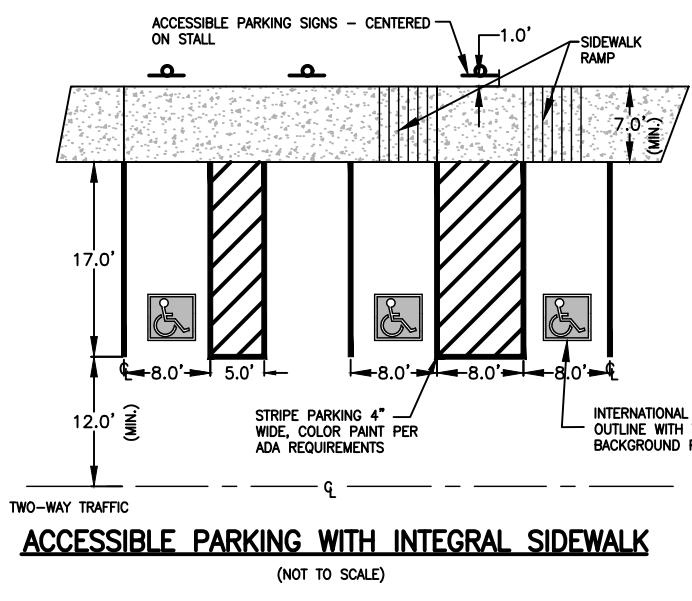
LEGEND
 ○ PARKING LOT LANDSCAPE AREA LABEL

LANDSCAPE AREAS

- 206 SFT
- 64 SFT
- 194 SFT
- 176 SFT
- 80 SFT
- 110 SFT
- 325 SFT
- 1,823 SFT
- 2,042 SFT
- 101 SFT



White Lake Township Fire Department
 Overall Length 40.600ft
 Overall Width 9.665ft
 Overall Body Height 12.565ft
 Min. Body Ground Clearance 1.628ft
 Track Width 9.665ft
 Lock-to-lock time 6.00s
 Max Wheel Angle 45.00°



BEBOSS Engineering
 Engineers Surveyors Planners Landscape Architects
 3121 E. GRAND RIVER AVE.
 HOWELL, MI. 48843
 517.546.4836 FAX 517.548.1670

GATEWAY CROSSING
 GATEWAY CROSSING, LLC
 600 NORTH OGDWOOD ROAD, SUITE 101
 BIRMINGHAM, MI 48009
 248-433-7000

SITE PLAN

PROJECT	PREPARED FOR	TITLE

NO	BY	DATE	REVISION PER
1	JAV	09/09/23	REVISION PER #1
2	MJD	1/12/24	REVISION PER #2
3	ST	2/28/24	REVISION PER TWP PSP REV #3

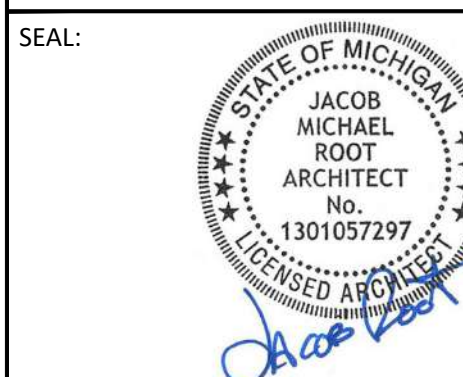
DESIGNED BY: ST
 DRAWN BY: JS
 CHECKED BY: BL
 SCALE: 1" = 40'
 JOB NO: 22-029-1
 DATE: 01/05/23
 SHEET NO. 4

Proposed
**MULTI-TENANT
 SHELL BUILDING**

M-59 & BOGIE LAKE RD.
 WHITE LAKE, MI 48383

REV	DATE	ISSUED FOR REVIEW	ISSUED
02-28-24		CITY COMMENTS	
02-22-24		ISSUED FOR REVIEW	

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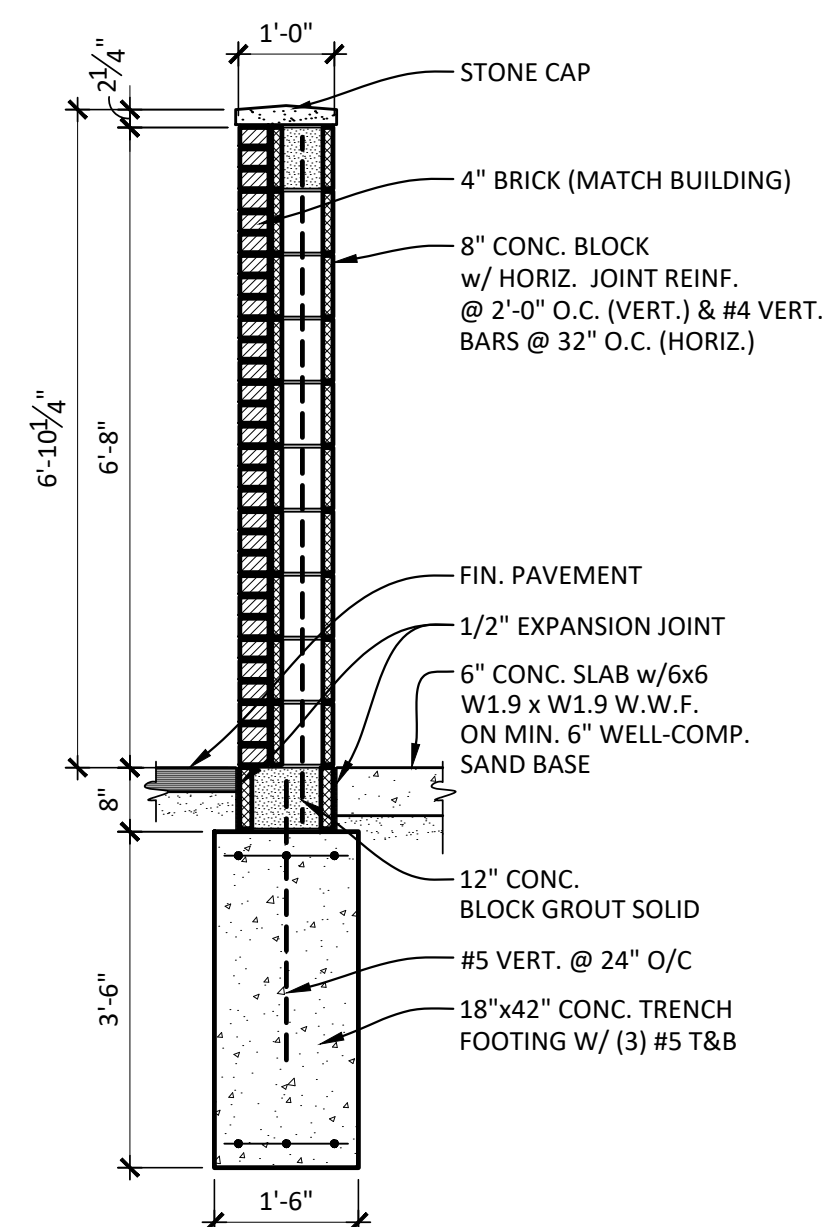


DRAWN BY: CMS
 CHECKED BY: VW, JR
 IN CHARGE: WV, JMR

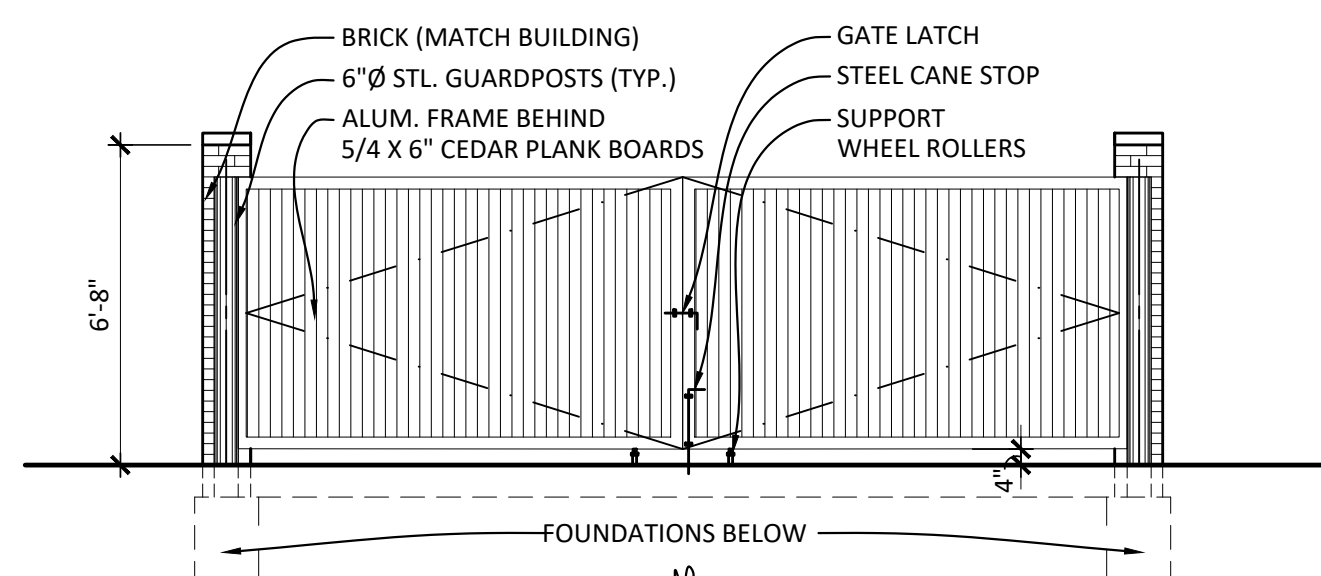
SHEET NAME:
 PRELIMINARY FLOOR PLAN
 & DETAILS

JOB NO:
22-051

SHEET NO:
PP-5

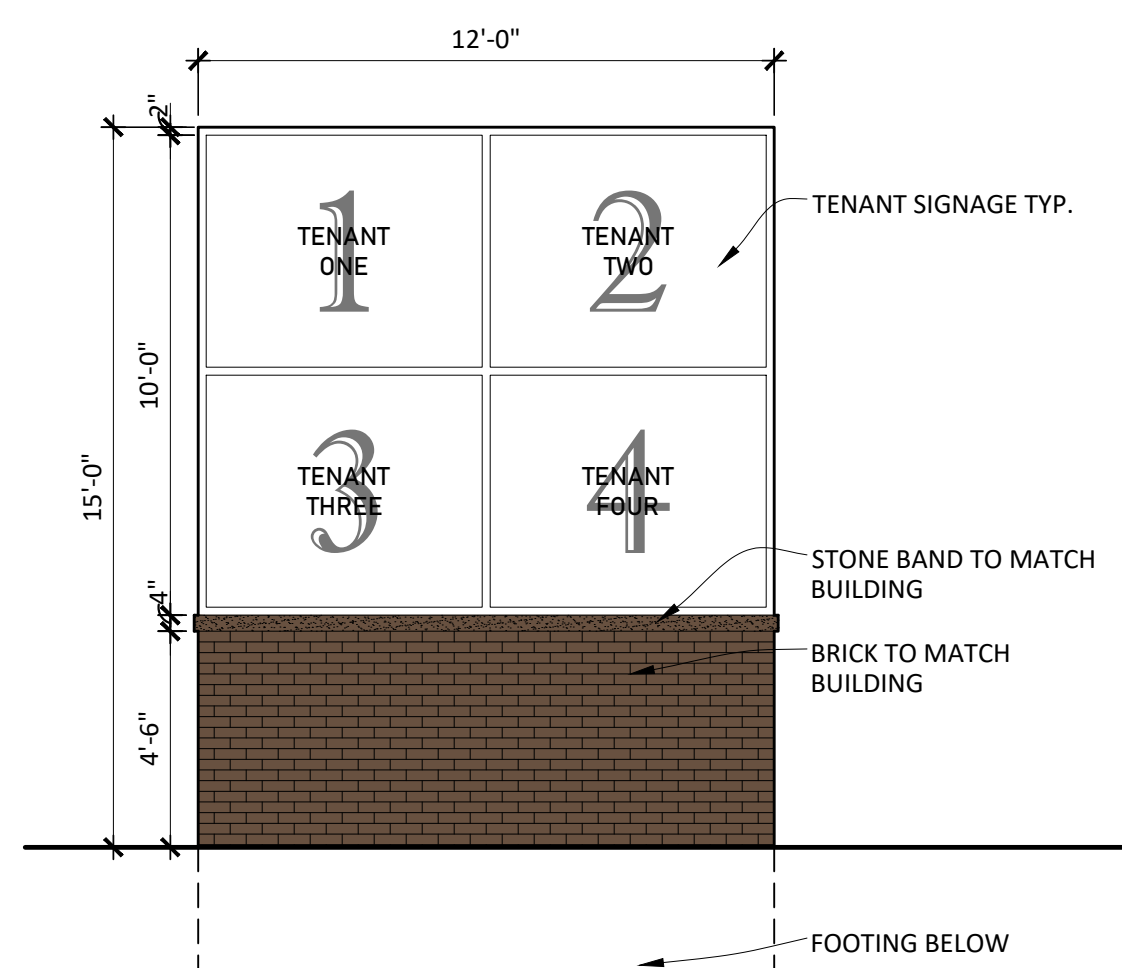


TRASH ENCLOSURE DETAIL 3
 SCALE: 1/2" = 1'-0"

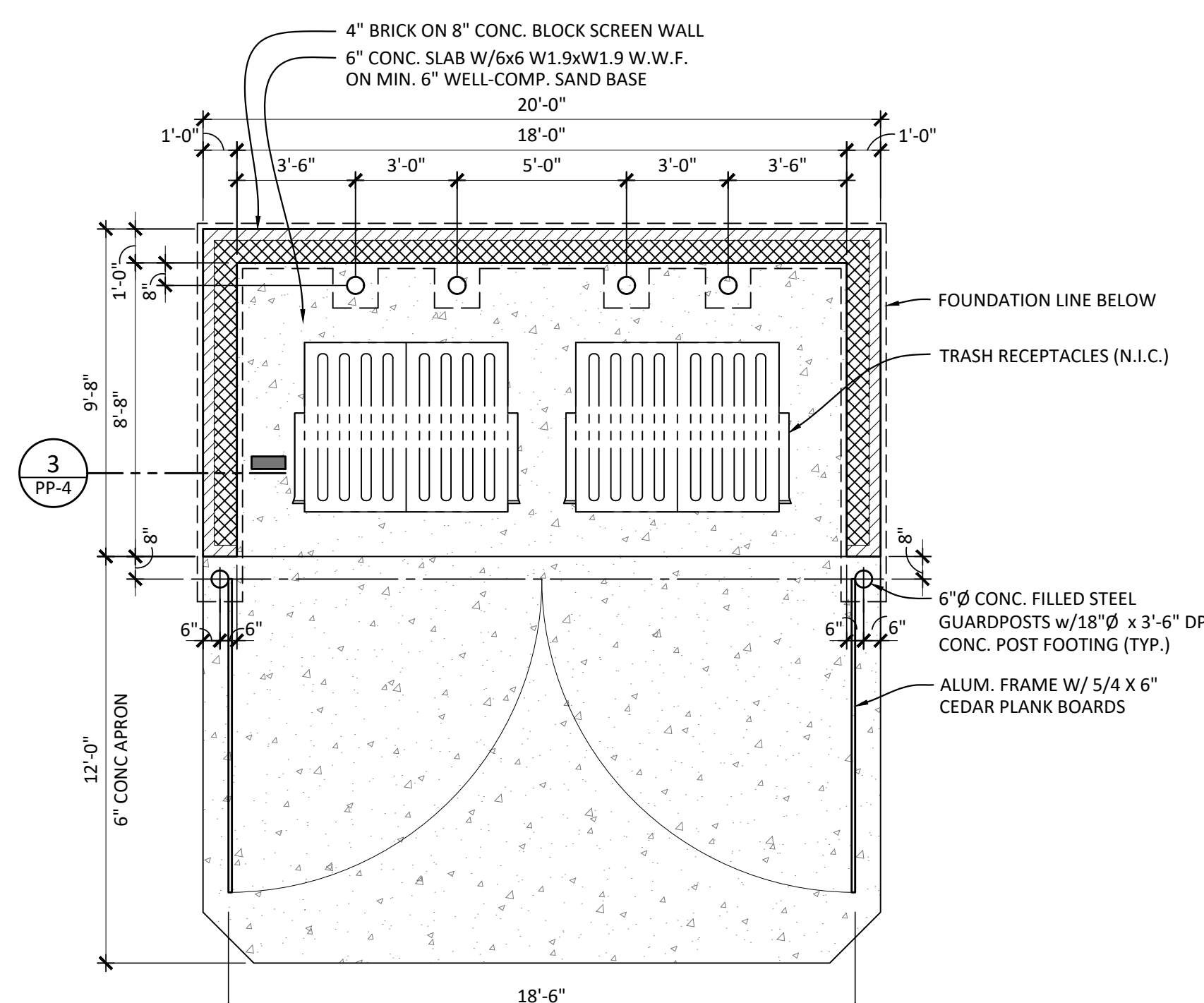


TRASH ENCLOSURE ELEVATION 2
 SCALE: 1/4" = 1'-0"

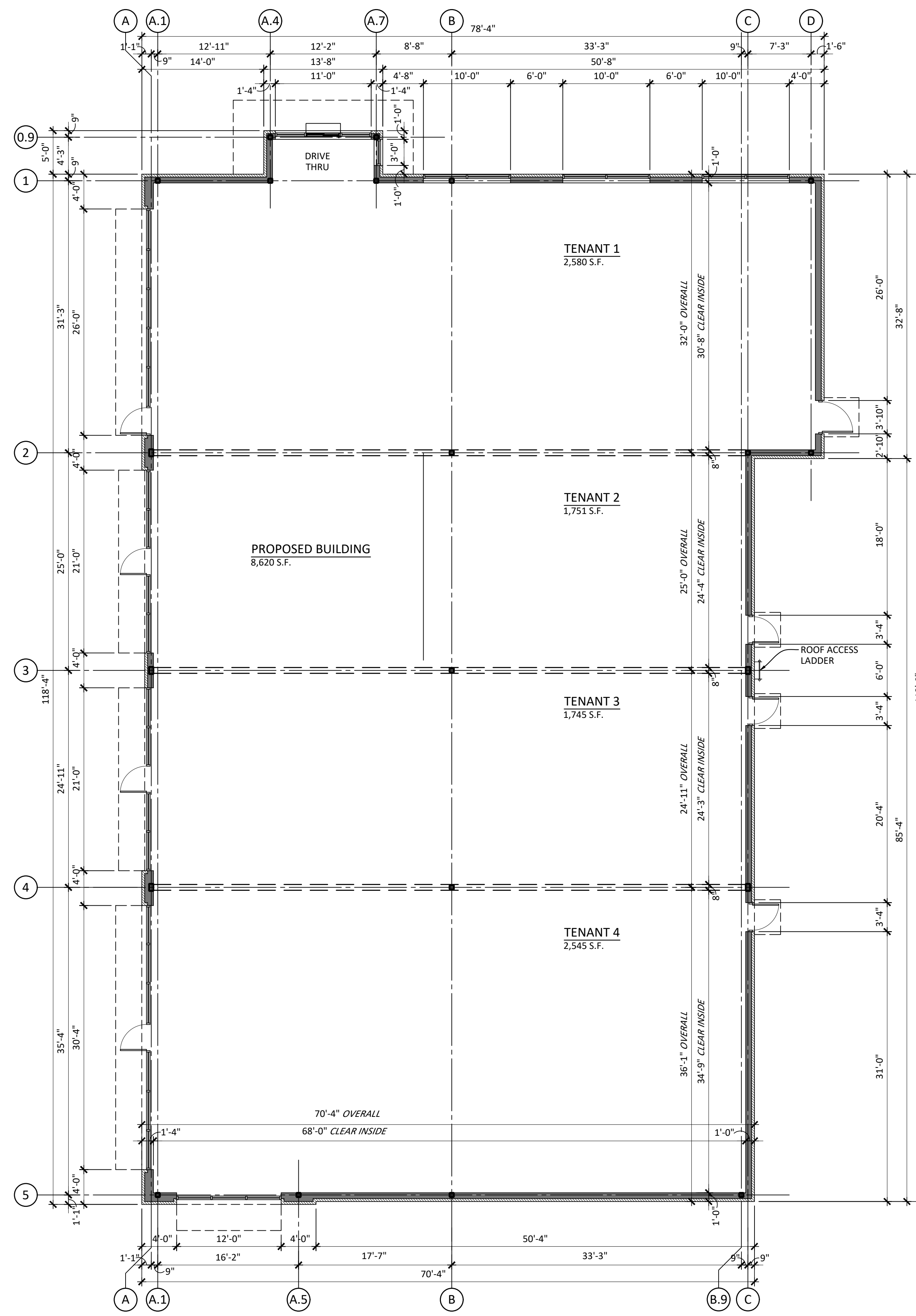
SIGNAGE REQUIREMENTS		
ORD. SECTION	REQUIRED	PROPOSED
SEC 5.9.J.1	FREESTANDING SIGN: ONE SIGN AREA: MAX -150FT ² HEIGHT: 15 FT MAX.	PROVIDED 120 FT ² 15'



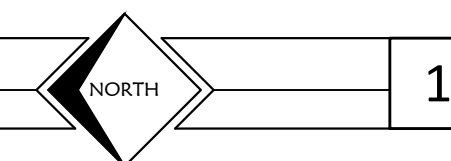
MONUMENT SIGN 5
 SCALE: 1/4" = 1'-0"



TRASH ENCLOSURE PLAN 1
 SCALE: 1/4" = 1'-0"



PRELIMINARY FLOOR PLAN 1
 SCALE: 1/8" = 1'-0"



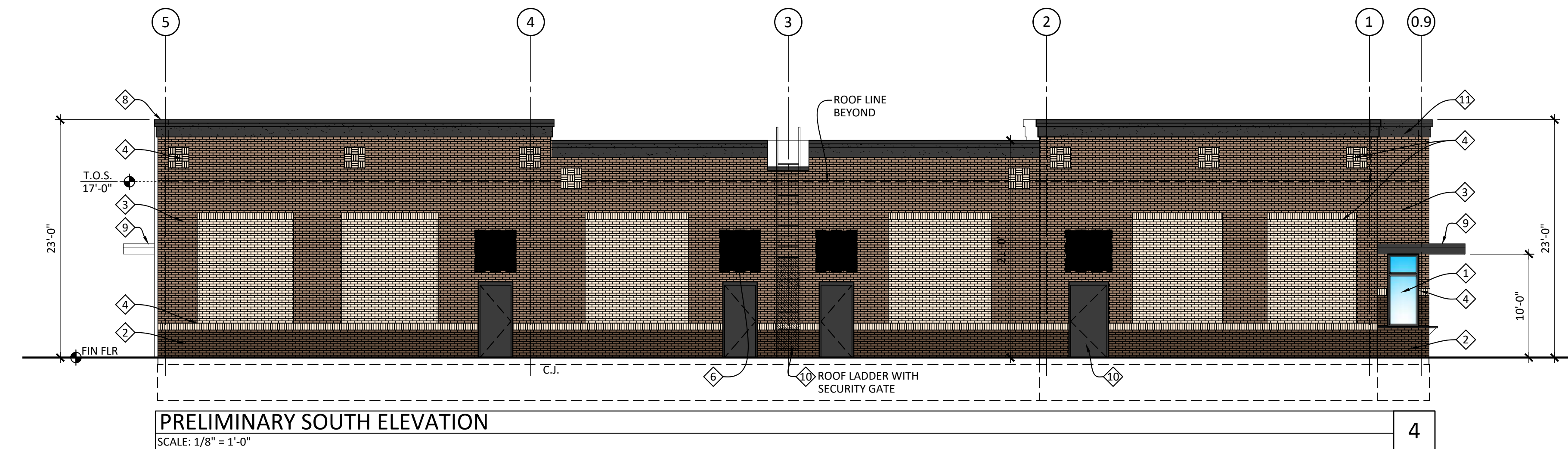
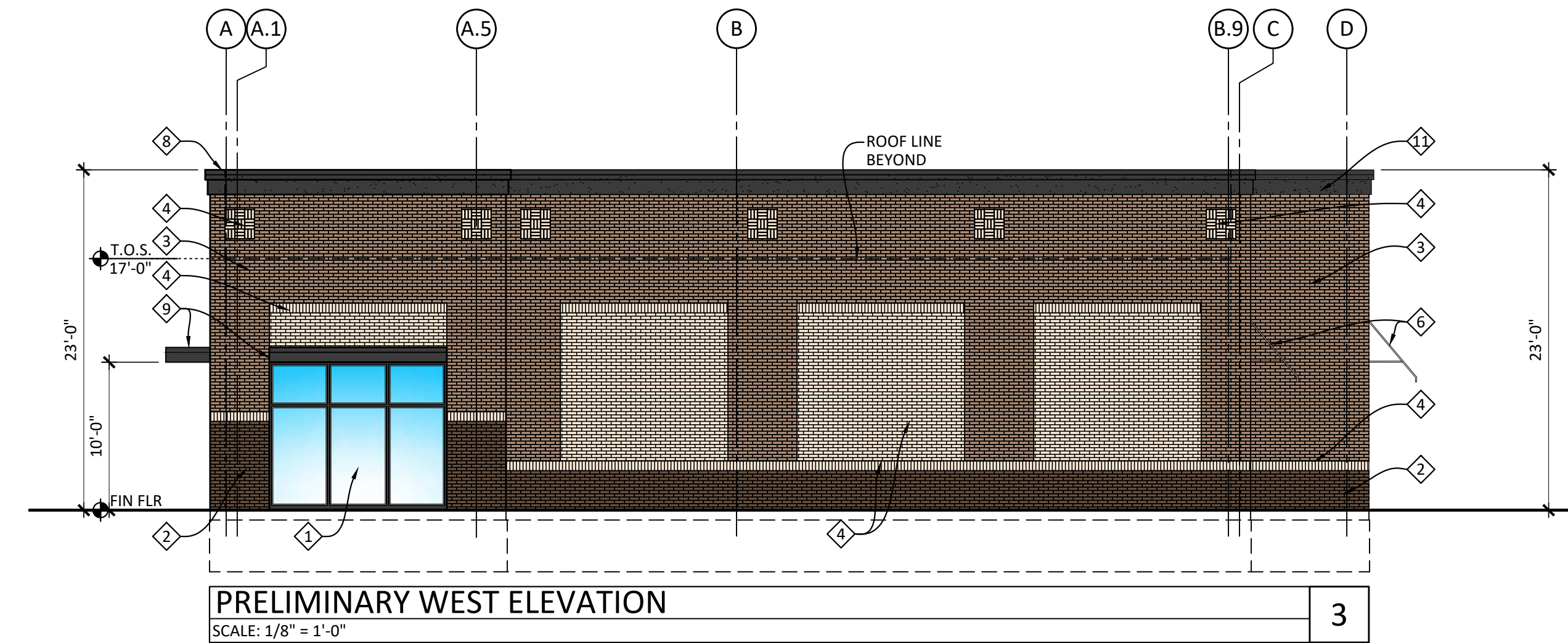
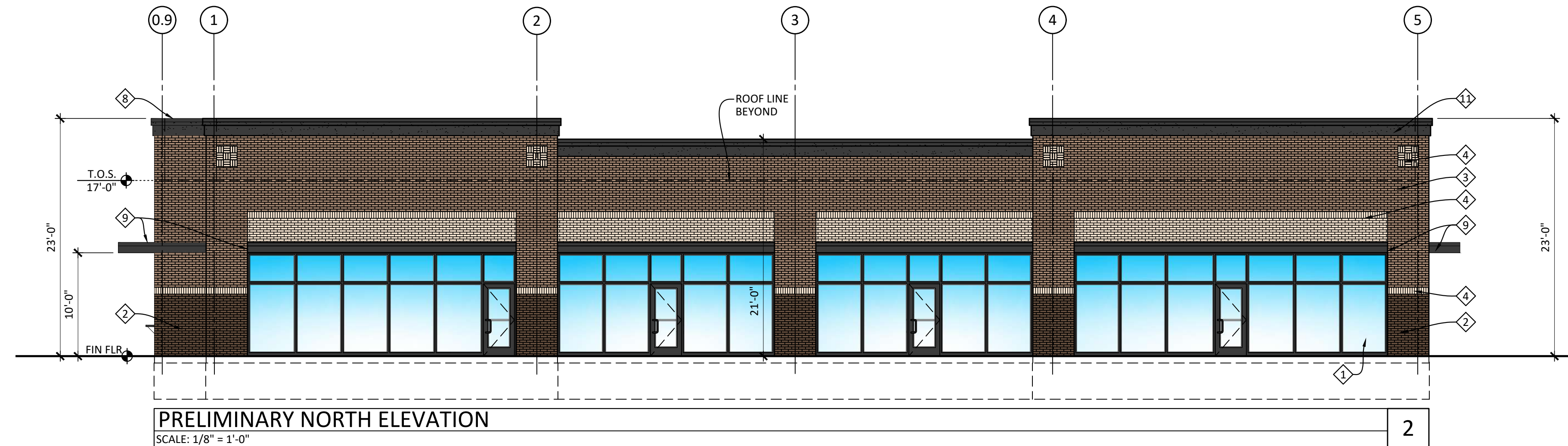
EXTERIOR FINISH KEY

- 1 STOREFRONT
THERMALLY BROKEN ALUM. FRAME
W/INSULATED GLAZING
MFR: T.B.D. COLOR: BLACK
SPL - DENOTES SPANDREL GLAZING
- 2 MODULAR BRICK VENEER
MANUF.: T.B.D.
COLOR: DARK BROWN
- 3 MODULAR BRICK VENEER
MANUF.: T.B.D.
COLOR: MEDIUM BROWN
- 4 MODULAR BRICK VENEER
MANUF.: T.B.D.
COLOR: LIGHT BROWN
- 5 NOT USED
- 6 ALUMINUM FRAME AWNING
FABRIC ON ALUMINUM FRAME AWNING
BY LANDLORD
MANUF.: T.B.D. COLOR: BLACK
- 7 NOT USED
- 8 PREFINISHED METAL COPING
MFR: FIRESTONE
COLOR: (MATCH) DARK BROWN
- 9 METAL CANOPY
MFR: T.B.D.
COLOR: MATTE BLACK
- 10 PAINT
MFR: SHERWIN WILLIAMS
COLOR: SW 6989 "DOMINO"
- 11 EIFS
MFR: T.B.D.
COLOR: DARK BROWN

- NOTES:
1. PROVIDE 5/8" FRP PLYWOOD SUBSTRATE AS REQUIRED AS REQUIRED FOR ALL SIGN BOXES, SCONCES, UTILITIES, AWNINGS.
 2. ALL GLAZING SHALL BE TEMPERED AS REQUIRED ADJACENT TO DOORS AND FINISHED FLOOR

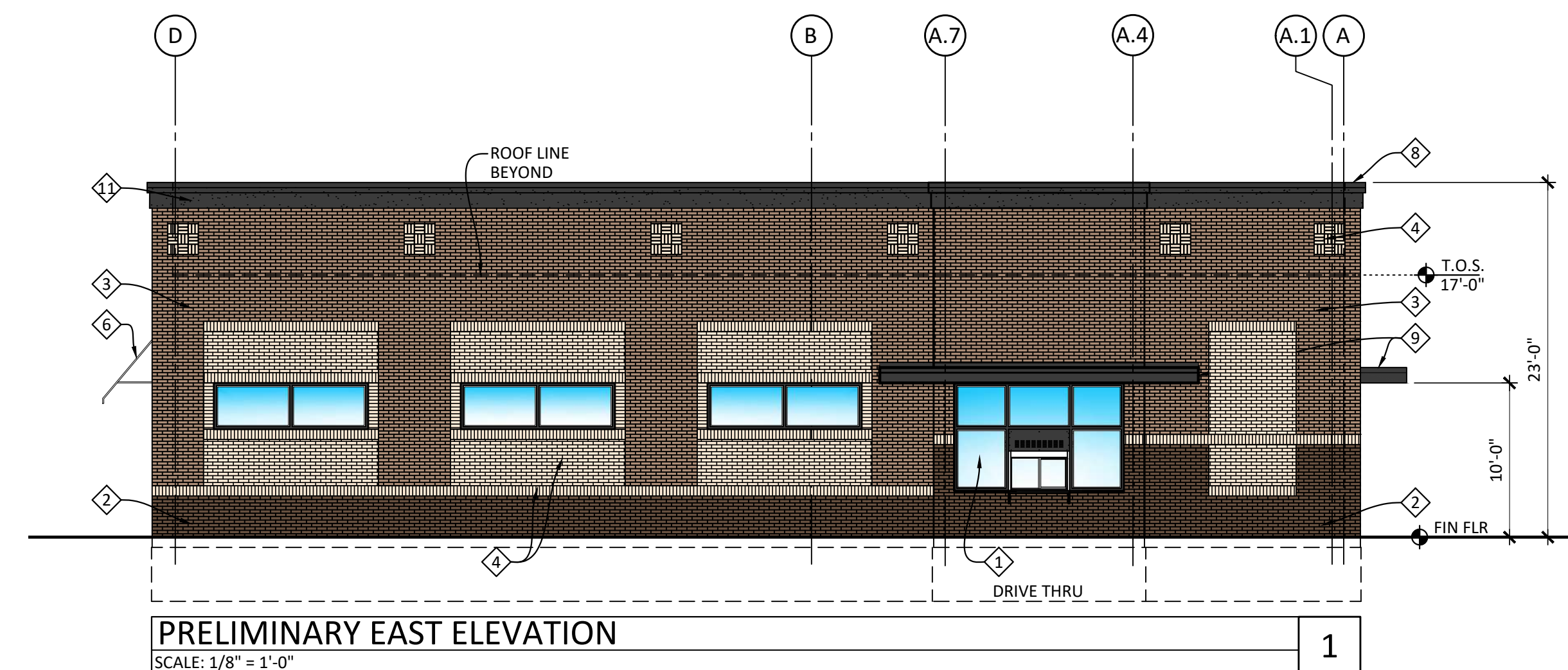
GLASS CALCULATION

ELEVATION AREA: 2,631 SF
GLASS AREA: 983 SF
GLASS RATIO: 983/2,631 = 37.36 %



GLASS CALCULATION

ELEVATION AREA: 1,802 SF
GLASS AREA: 167 SF
GLASS RATIO: 167/1,802 = 9.27 %



**Proposed
MULTI-TENANT
SHELL BUILDING**

M-59 & BOGIE LAKE RD.
WHITE LAKE, MI 48383

REV	DATE	ISSUED
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02-22-24		ISSUED FOR REVIEW

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DRAWN BY: CMS
CHECKED BY: VW, JR
IN CHARGE: VW, JMR
SHEET NAME:
PRELIMINARY ELEVATIONS

JOB NO:
22-051

SHEET NO:
PP-5.1